

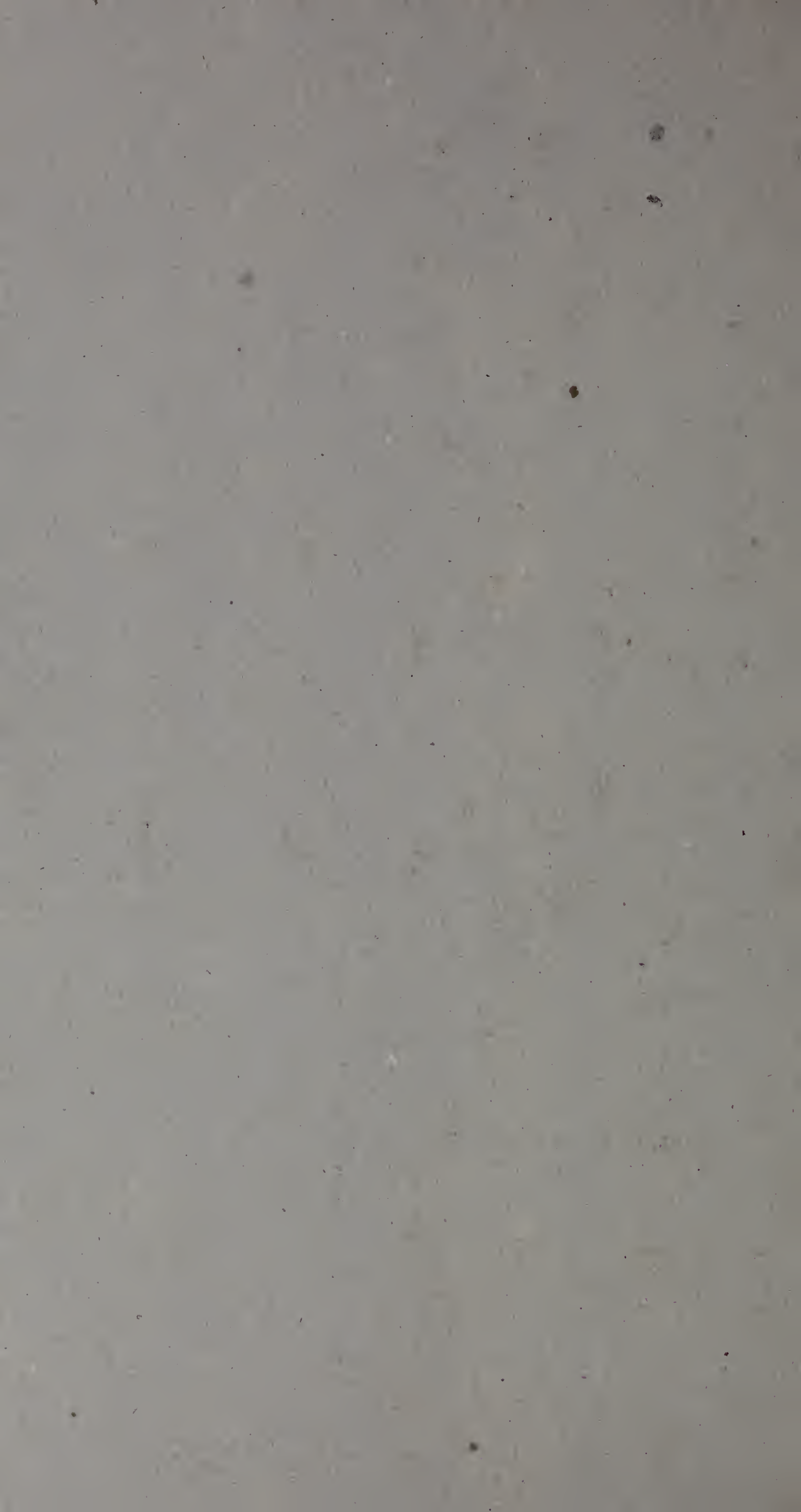
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NAVAL  
ATTACHE'S  
REPORTS

O.N.I.

**NOVEMBER 1914**

**NWC ARCHIVES**



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November 1914 - 511

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WEEKLY POLITICAL SUMMARY

Translation: BERLINER TAGEBLATT, November 1, 1914.

Before and Now -- The First Three Months of the War --  
Systematic Advance of the German Armies -- The Situation  
in the East -- A New Stroke of the "EMDEN" -- Dewet and  
Beyers -- The Entrance of Turkey. -----PAUL MICHAELIS.

A comparison of the present war with the German-French War of 1870-1871 will show that the two wars are fundamentally different from each other. The theater of war forty-four years ago was very limited. The newly united Germany fought without an ally but it only had France as an opponent. Only a few weak attempts were made to make the sea a war arena.

The French colonial troops were at that time also brought over, but not in so great a force and number as in the present war, and all the other Powers stood aside as observers. They sympathized with one or the other belligerent and gave a little assistance to one or to the other (countries at war) but they nevertheless maintained their neutrality, with the result that a question of power and authority between two states could be settled entirely between the two belligerents without further complications.

The shipping with other Powers on land as well as on the sea was but little restricted, and the attempt to starve out the German people was not even once thought of as we at that time were more able to export foodstuffs, especially grain, than to import them. And the German industries also, after several weeks, went ahead at their regular work. It is astonishing to see from the statistics of the years 1870-71 how little the shipping and industry suffered during the war, and then how remarkably fast it increased after the conclusion of peace.

Today, however, the situation is fundamentally different in all respects. We have changed in the last forty-four years from an agricultural country to an industrial state with enormous exports. To feed our men and people we must import a considerable amount of grain and foodstuffs. Whilst at that time (1870) German territory was only slightly affected through the war, it has been impossible to wholly prevent in this war a part of our frontier territory in the east and west being brought into the zone of battle.

Altho at this time we have Austria on our side as ally, we also have France against us on the other and also the two world Powers, Russia and England. And with them have come in other states. At the same time, England is attempting to starve out Germany and over every ocean England is carrying on a privateering war against German shipping as part of the naval war which is to be fought all over the world, on all seas.

When one considers the superior forces and resources of our enemies and the power against us on all sides he cannot possibly expect as early a decision as in the Franco-German war of 1870-71, not alone because of the greater number of troops engaged now than in the other war, but also because of the technical means and methods of waging war which have advanced in an extraordinary manner during the last forty-four years. So as a result we see that the first three months of the present war have gone by without any definite decision being reached either in the east or in the west. But when one considers the difficulties he will be able to express satisfaction that the fighting ability of the German





Army has shown itself to be even better than in the war of 1870; and that without doubt the German superiority can be depended upon to win out against all of our enemies.

Altho there is a great deal yet to be done, there is no doubt as to the systematic advance of the German Armies. During the last week an advance has been made in the Argonne and against the eastern positions of the French, as well as an advance along the Belgian coast. This is very promising for the final result on the battlefields of the west.

With equal confidence we can look forward to the development of the situation in the east. Our troops in their advance against Warsaw have met an enormous number of fresh Russian troops, but we are confident that our advance has been only delayed and not stopped. We shall do the same thing with the Russian army in Poland as we have already done with the Russian army in East Prussia. This is the unanimous opinion of the German people which is not based upon hope but upon the knowledge of what our German Army has already been able to do against the Russians.

And on the sea, as on land, we see things which fill us with confidence. No week goes by that our enemies on the ocean do not receive some irritating injury and damage. The latest stroke of the "EMDEN", which seventy pursuers have not been able to capture, in attacking two of the enemy's warships at once and sinking them is sufficient proof that German seamanship is able to hold its ground with honor against superior forces of the enemy.

But this is not all. Our enemies have attempted to bring the whole world against us but now they must see that their own house is beginning to crumble. They shall suffer for the brutal conquest of the Boers and their attempts to conquer German South Africa. Mr. Botha offered himself as a willing tool for this disposal. But he had reckoned falsely on the mood and opinion of the Boers. They were not going to become food for powder in order to advance English conquest, neither have they forgotten the energetic support they received from the Germans in their fight for independence. So the two old Boer heroes, Dewet and Beyers, have undertaken a resistance against the audacious demands of the English Government - or they have, as the Governor-General said "committed an outrage against the sovereign power. It remains to be seen whether the Boers will be successful or not; but so far the attempt to conquer our South African colonies has miserably failed.

Our opponents have found another enemy in Turkey; just as they found the Boers an enemy in South Africa. The Ottoman Government had long hesitated before they sent in an answer to the confiscation of their ships by England and to the Russian challenge. Now, ~~who~~ever, they have crossed the Rubicon. The first day of the Turkish war has already shown that it will not be an easy task for the Triple Entente to meet and overcome this new danger. The Turkish fleet has already done considerable damage to the Russian fleet in the Black Sea and has carried the war even into the enemy's harbors. The Turkish army, furthermore, will soon appear on the battlefield. Their bravery is well known and we can expect that they will give some surprises to both the Russians and to the Englishmen.





WEEKLY POLITICAL SUMMARY

By Paul Michaelis

THEN AND NOW - THE FIRST QUARTER YEAR OF THE WAR - SYSTEMATIC  
PROGRESS OF THE GERMAN ARMY - THE SITUATION  
IN THE EAST - A NEW FEAT OF THE "EM-  
DEN" - DEWET AND BEYERS - TUR-  
KEY'S JOINING IN.

NAVAL WAR COLLEGE,  
RECEIVED  
FEB 23 1915

Translation from the Berliner-Tageblatt of Sunday, November 1, 1914.

So near as one may compare the present war with the Franco-Prussian war of 1870-71, just so fundamentally these two mighty struggles differ one from another. Forty-four years the theatre of war was within narrow limits. The newly united Germany fought without allies but had only France to oppose. A few weak attacks scarcely made the sea anything of a seat of war. The French colonial troops were however brought in then also, but not at all in the mass which is now the case. And the other Powers looked on entirely as spectators. Whether they wished one or the other belligerent well or ill, or one or the other side made a gain, they nevertheless maintained substantially their neutrality. Thereby it came about that the question of might could be decided by the two States directly engaged in conflict without any further entanglement. Trade with other Powers by sea as by land was hardly restricted at all. The attempt to starve out the German people was not considered, quite apart from the fact that we could at that time export more food stuffs, especially corn, than import. But even the German industries, after a few weeks of standstill, again resumed their quiet course. It is astonishing to see in the statistical reports of the years 1870 and 1871 how little the curve of trade and industry inclined downward in the war time, then almost immediately upon the conclusion of peace to ascend extraordinarily.

In all these respects matters today have fundamentally altered. In the last forty-four years we have from an essentially agrarian country become an industrial State with a large export. To feed man and beast we require a considerable import of grain and fodder. While in the former time the war touched German soil only temporarily, it has not been possible this time wholly to avoid having a part of our country in the East and West become drawn into the conflict. Moreover, we have in the present case Austria as an ally on our side, but against that France also has the two World Powers Russia and England, and with them the States dependent upon them have become involved in the war. At the same time, England endeavors to make the starving out threat effective. And all over the ocean wide, is spread the commerce destroying warfare by which England proposes to annihilate German trade, as a part of the war on the sea, which must likewise be fought out in all seas.

It would be requiring the superhuman to expect in this war, which is everywhere being prosecuted with the utmost power, a decision so quick as that in the Franco-Prussian war of 1870. Not alone is it because the number of troops engaged on both sides is much greater than it was then, but also because the technical auxiliary means for carrying on war have in the last forty-four years so extraordinarily multiplied and improved. So the first quarter year of the war has come to an end without a conclusive decision that one can







yet speak of in the West or the East. But when one takes into consideration the difficulties encountered one may assert, with high satisfaction that the fighting capacity of the German army has not merely shown itself as held up to the standard of 1870 but on the contrary has risen far above that standard, and that above all the German superiority compared with all our enemies cannot be questioned for a moment.

However much may yet remain to do, still there is no doubt about the systematic and irresistible progress of the German armies. The last week has again, in the Argennes and in part of the French Eastern fortifications as well as on the Belgian coast, brought advances which are significant for the outcome of the battlefields in the West. With equal trust one may regard the development of things in the East. Though our troops advancing upon Warsaw against the enemy in extraordinarily superior numbers, had to reorganize in order to be able to force a decision, we may still in spite of all be confident that postponement here does not mean giving up. We shall finish with the Russian army in Poland as we have done with the Russian Army in East Prussia. That is the general conviction of the German people, which is supported not by simply hopes but by the experiences hitherto made against the Russians.

And as upon land, so also on the sea we look at things with good heart. No week goes by without some sharp injury done to the enemy at sea. The latest feat of the "EMDEN", which does not shun her seventeen pursuers but on the contrary attacked two at once and sent them to the bottom, is proof enough that German seamanship also comes off with honor against a hostile superiority.

But still not enough. Our enemies would incite the whole world against and must now realize that things are going to pieces in their own house. The Boers, subdued by brute force, are haled forth by it to capture German Southwest Africa for the greater glory of England. Botha makes of himself a willing tool. But he has wrongly judged the sentiment among the Boers. They will not allow themselves to be misused as cannon fodder for the English plan of conquest, and happily the forcible support has not been forgotten which was rendered by brave Germans to the Boers in their fight for independence. So the old Boer leaders De Wet and Beyers have made resistance to the bold presumption of the English government, or they have as the Governor-General expresses it, "perpetrated an attempt against the Governmental power." Whether the efforts of the self-conscious Boers will lead to a complete success may remain for the time undecided, but much may already be taken as certain, that the attempt to capture the Southwest African Colony will lamentably miscarry.

As in Southern Africa, so our opponents have gained a new enemy in Turkey. The Ottoman Government has hesitated long before giving the deserved reply to the seizure of her dreadnoughts by England and the Russian provocations. Now, however, she has crossed the Rubicon. The first days of the Turkish resistance have already shown that it will not be quite easy for the Triple Alliance to meet this new danger. The Turkish fleet has already done serious injury to the Russian fleet in the Black Sea and have carried the fight to the enemy's border cities. Their bravery is known, and we may expect therefore that they will prepare many an unpleasant surprise for the Russians and for the English.





# G E R M A N   S U B M A R I N E   W O R K

**SUBJECT** .....

Z                      338                      November 3, 1914.  
 From                  No.                      Date                      , 19  
 Replying to O. N. I. No.                      Date                      , 19

The German submarines have been covering long distances in order to come in contact with the enemy's cruisers.

The "U 9" based on Wilhelmshaven sank the "HAWKE" in the North Sea approximately on the 59th Parallel of Latitude, or about 400 miles from her base.

The "U 36" based on Danzig sank the "PALLADA" at the entrance of the Gulf of Finland, about 240 miles from her base.

The latest submarine success is the sinking of the "HERMES" off Dover by one of the Wilhelmshaven boats, 360 miles from her base.

A German submarine has been around the British Isles.

An opportunity to attack must however present itself in such a voyage, as harbors where men-of-war of value are to be found are mined and the submarines dare not venture in.

The Reichs-Marine-Amt state that it is not possible at the present time to give out the official reports from the submarines.

The following accounts from foreign newspapers give the side which is apparent but not the matter as seen from the submarine.

Stories published as coming from responsible officers attached to the submarines have either been carefully censored or have been embellished by the reporter. They are not to be relied on, in fact probably give a false impression of the circumstance.

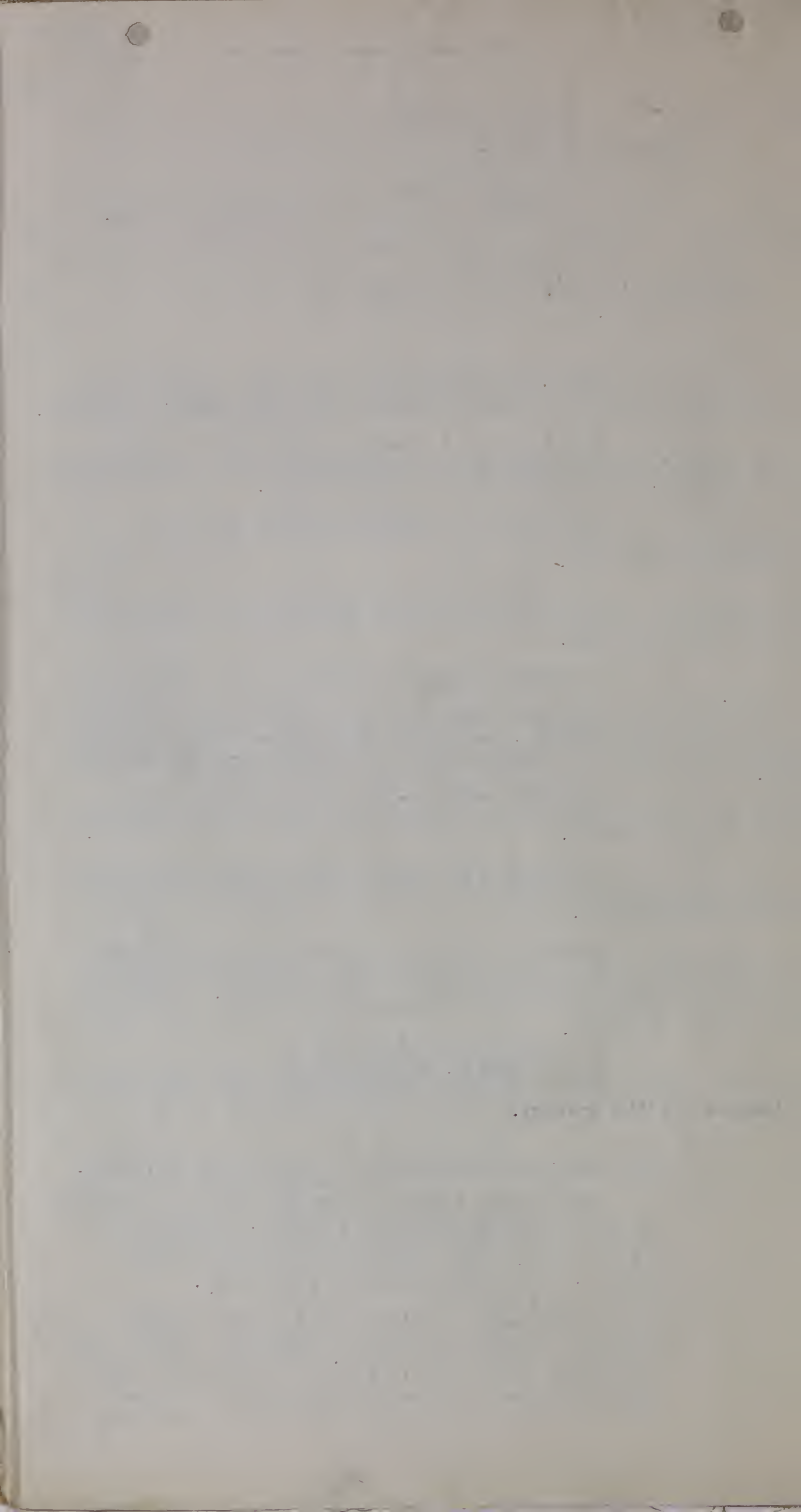
The following, translated from Russian and English newspapers are therefore possibly the most that will be learned for the present.

From the "Petersburger Kurjer" of October 13, 1914.

The cruiser "ADMIRAL MAKAROFF" which had stopped to search a suspicious Dutch barque, was on the morning of the above mentioned date attacked by a "U" boat, which fired several shots at the cruiser, fortunately without hitting her.

On the 11th of October at 2 in the morning enemy "U" boats attacked our cruisers "BAJAN" and "PALLADA" doing outpost duty. Although the cruisers directed a strong artilleristic fire against them, one of the enemy "U" boats succeeded to hit the "PALLADA" with a torpedo, after which an explosion





took place and the ship sinking rapidly with the whole crew.

From the "Rietsch" of October 13th 1914.

After the German fleet in the Baltic had limited its activity to bombarding our light houses, unprotected cities and merchantmen ( sinking of the "ULEABORG" ), it pulled itself together with night and destroyed the protected cruiser "PALLADA".

From the short communication of the Admiralty Staff can not be seen in which part of the Baltic Sea the incident occurred and how many submarines have been successful, but the fact that the cruiser sank rapidly with the whole crew proves clearly that she was hit by several torpedo shots, as it is impossible to sink a modern ship with only one torpedo shot. ( Here follows the description of the "PALLADA", taken from the "Taschenbuch der Kriegsflotten" )

Sinking of the "PALLADA", London, 14/10.

The naval writer of the "Times" writes:-

"The German fleet does not let us forget that *it* is alive. The battle fleet herself is hidden behind fortifications, but as far as the activity of portions of the fleet are concerned we are receiving daily proofs of it. A most remarkable circumstance accompanying the sinking of the "PALLADA" is overpowering greatness of the misfortune. Apparently the ship was hit by only one torpedo, but she sank, broken to wreckage, immediately with all men on board. There appears to be a characteristic difference in the events when a ship is hit by an English torpedo, or when hit by a German torpedo. "PATHFINDER" broke to pieces and sank. The same happened to "CRESSY" and the same picture is shown in the case of the "PALLADA". If on the other hand our torpedoes made hits, considerable time passed, until the ship capsized, thus leaving time to save a large part of the crew. It must be noted besides that the German ships sunk were much smaller and older. "

Sinking of the "HAWKE".

"Standard" 17/10/14, writes:-

" The surprising rapidity with which the enemy torpedoes do their work is one of the horrible signs of the war at sea. Certainly, most of the lost ships were of older construction, but three of them were protected cruisers and much stronger than those lost by Germany. If the enemy succeeds further in this line, it is questionable if the fight at sea can be continued in this manner. We are of course at liberty to assume the same manner of conducting the war and place our larger ships behind mines and fortifications, and to patrol the North Sea by torpedoboats and submarines, as well as to lay mines along the German coast to prevent the enemy's ships from leaving their ports. We have so far this manner of conducting the war not considered, partly because we prefer the older and prouder English





way, partly in consideration of neutral shipping. But to preserve our superiority at sea from being weakened, all other considerations will have to be set aside.

Sinking of the "HAWKE".

The Secretary of the Admiralty published the following on the 16th of October 1914:- A submarine attack was made yesterday afternoon ( 15.10) on S.M.S. "THESEUS" ( Captain Hugh Edwards) in the northern waters of the North Sea. The ship was not hit. S.M.S. "HAWKE" was attacked at the same time and sunk. The following officers and 49 men of the crew were landed at Aberdeen from a fishing steamer ( here follow the names ). The rest of the officers and crew are missing.

Archibald Hurd says in the "Daily Telegraph" (17/10) that the ship sank in 5 minutes.



**SUBJECT** EUROPEAN WAR 1914. GERMANY AND THE  
TURKISH NAVY.

From Z No. 336 Date Novemebr 2, 1914., 19

Replying to O. N. I. No. \_\_\_\_\_ Date \_\_\_\_\_, 19

Reference:- Z-232 of September 12, 1914.

The Turkish Navy at the outbreak of the war with Russia has delivered a vigorous attack in several parts of the Black Sea.

The Turkish fleet is largely officered and manned by the German Navy who have been engaged in getting the fleet into shape for the past two months.

I have been told here that before the English officers left the fleet, they took or destroyed essential parts of the fire control systems which was of modern English make. Such stories must be accepted with caution. At any rate the Germans have had time to get things in fair shape and of course the "EX-GOEBEN" and "EX-BRESLAU" were in the best of condition and did not materially change officers or important numbers of the crew.

The Turkish official report is as follows:-

" Constantinople, October 31, 1914.  
( W.T.B.)

From official source. The armored cruiser "SULTAN SELIM" has sunk a Russian ship loaded with 300 mines and a coaling steamer, a Russian gunboat was also seriously damaged by the same cruiser. Besides the same ship bombarded Sewastopol with success.

The cruiser "MIDILLI" destroyed the stores of petroleum and grain in Naruski and sank fourteen transport ships. The destroyer "BERC-I-SATWET" destroyed the radio station at Noworossisk. The destroyer "MNAWENET-I-MILLIJE" damaged a ship of the same type.

In Odessa the petroleum tanks and five Russian ships were damaged.

The cruiser "HAMIDIJE" bombarded Theodosia and sank a transport ship at Kertsch."

The armored cruiser "SULTAN SELIM" is probably the "GOEBEN" and the cruiser "MIDILLI" the "BRESLAU".





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**SUBJECT** CAPTURE OF GERMAN HOSPITAL SHIP "OPHELIA"  
BY THE BRITISH CRUISER "YARMOUTH".

From **Z** No. **337** Date **November 2, 1914.**, 19

Replying to O. N. I. No. ----- Date -----, 19

There is much bitterness expressed over the action of the British cruiser "YARMOUTH" in capturing and sending in the hospital ship "OPHELIA" while she was on her way to the scene of the torpedoboat engagement of the 17th of October ( Z-303 of October 19, 1914 ) for rescue work. The following account gives the German version of the affair:-

" THE CONFISCATION OF THE HOSPITALSHIP

" O P H E L I A "

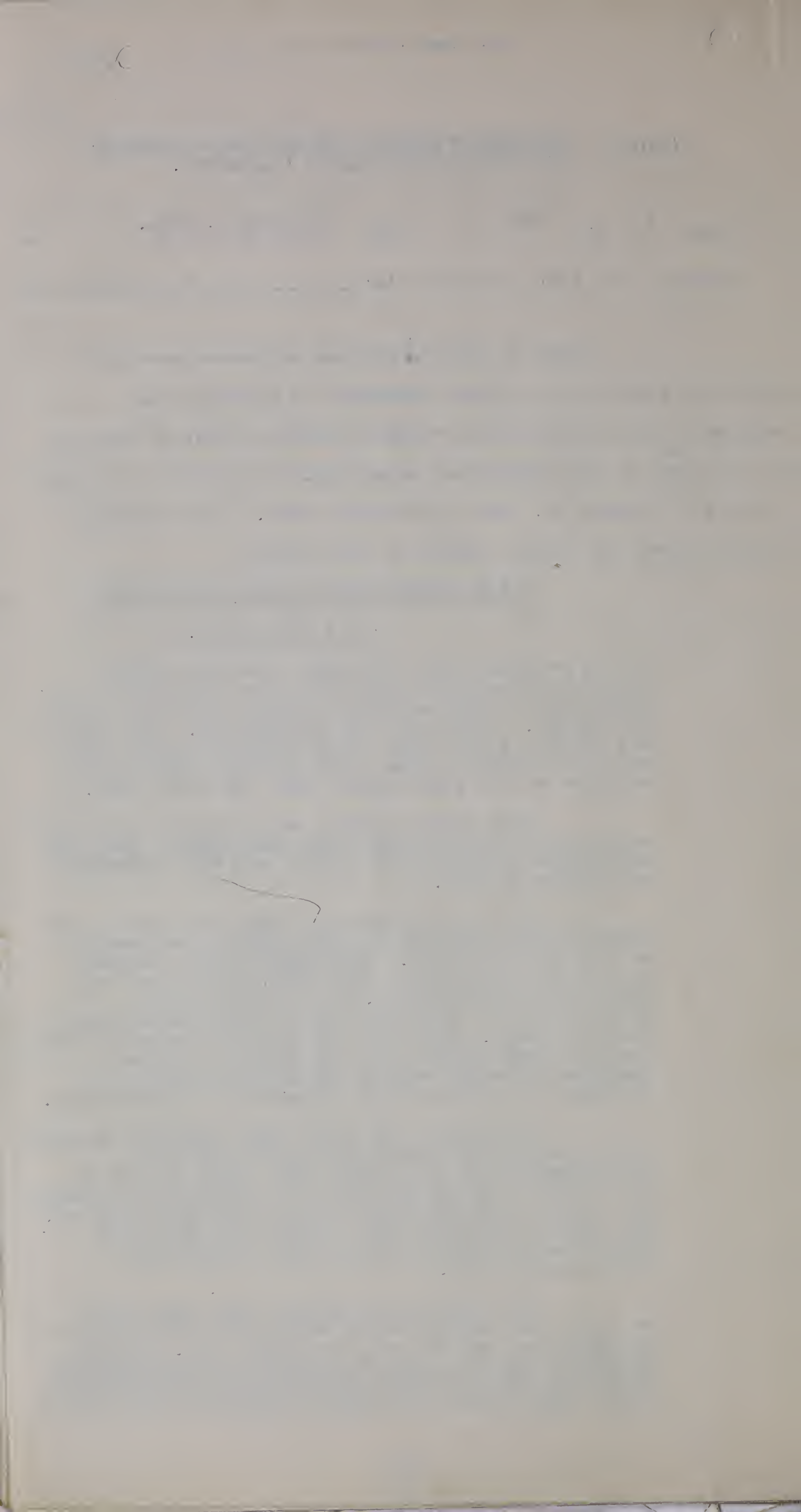
It was reported from the Hague a few days ago:-  
"A fishing steamer brought yesterday the bodies of a paymaster and another member of the crew of " S 117 " to YMUIDEN. The latter had the "tag" 15. The crew of the steamer stated that several other bodies, still with life belts on them, were driving around in the vicinity of the place where those two were found. "

This report relates to the crews of the four German torpedoboats which were destroyed on the 17th of October by an English cruiser and four destroyers in the same waters.

After the sinking of these four boats, the hospitalship "OPHELIA" was sent out by the Germans to look for survivors. The "OPHELIA" was stopped by the British cruiser "YARMOUTH", confiscated and taken to an English port. As a reason of the confiscation it was given out, the hospitalship had mines on board. When the searching of the ship proved that such was not the case the British officer declared the radio station installed on board the "OPHELIA" as dangerous and as cause for confiscation.

Concerning this point full agreement existed at the Hague Peace Conference 1907 among the representatives of all powers that the installation of a radio apparatus on board of a hospitalship should not deprive a hospitalship of the protection due her. The British delegates also signed the convention, while the British government later refused the ratification of it.

The German hospitalship which had orders to search for survivors was confiscated from frivolous pretences and has not yet been given free. If the "OPHELIA" had been left to carry out her orders, she would have found a good many survivors, for according to the Dutch report the bodies found and others still





driving on the sea had all life belts on them. It has happened frequently that men kept themselves swimming around for days. The British cruiser prevented the work of rescue, she not only acted against the international law at sea, but committed an act of inhumanity and barbarity.

England evidently does not desire to be counted among the civilized nations. She makes war against hospitalships, against humanity, against international law, whose guardian she pretends to be in a hypocritical manner. The conduct of the English government in the case of the "OPHELIA" shows very plainly that all international bindings in the conduct of the war are against her taste. England simply throws her off without reserve, not considering the elementary claims of humanity. With impudent cheek she lies that the hospitalship was being used by the enemy to lay mines. And when she is not able to maintain this claim, the radio apparatus is used as a reason for confiscation; the fact that a hospitalship is equipped with those apparatuses without which she is not in a position to work with full success, is used by England as a pretext for her act of force. A German hospitalship might save German shipwrecked, therefore she must be captured. Wherever England has the power at sea, the supremacy of the Red Cross is at an end.





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THE FLOODING OF THE TERRITORY AROUND NIEUPOORT.

Translation:

By a Naval Expert: Vienna, November 3, 1914.

The German Headquarters has announced in its latest announcement of the 3rd instant at noon, that the enemy has flooded the region south of Nieuport. The depth of the water is over the heads of the men. The German troops were withdrawn from the flooded territory without a single loss of men, horses, guns or conveyances. This accomplishment shows the wonderful reconnoitring work of the German aeroplanes and airships; else it would be wholly impossible to have been able to withdraw their troops from the flooded region without the loss of either men or material. One must know Belgium and especially that region around Nieuport in order to really understand the situation. The land is practically level. Numerous canals and watercourses flow thru this territory, high dikes, somewhat higher than the high water mark of the water, prevent the sea from penetrating into the flat level land. The land can easily be flooded by cutting the dikes and dams. It is much more difficult, naturally, to later on master the water again. The dikes must first be repaired and the dams reconstructed.

We have to do here with the flooding of a fairly large territory. It is a question as to whether the military value of this action is worth the damage that has been caused to Belgium in a territory where the ground is very fertile.

There is no doubt whatsoever but that the flooding of this territory has made impossible any but the smallest kind of advance over the flooded country. But, on the other hand, the same holds true for the enemies. They are also unable to undertake any sort of operations. Higherto they were unable to take but very little of the coast lying next to operating German armies, owing to the fact that the English fleet was engaged in the battle and kept that region under fire; so it is the same case now. The depth of the water does not permit navigation with craft of large size or of any importance; only boats can travel back and forth over this region. These boats are flat-bottomed skiffs which the English also do not use as war craft.

The possession of Nieuport, however, by the Germans has been prevented. But whether the flooding of this region has really damaged the Germans or whether it has in fact been much more useful to them is another question. It is hardly accepted that the possession of the town of Nieuport is vitally important to the Germans. The pushing away of the opposing army was at stake. This the English-French-Belgian army also wished for. There appears no means by which a flanking movement can be made to escape the German army; this is the price paid for the sacrifice of Nieuport to the watery elements.

When one considers that the German right wing might have been shot down before the attack of the English fleet, he will come to the conclusion that the whole idea to put Nieuport and the surrounding country under water was actuated by a condition of despair and not very carefully and maturely considered in order to check the German operations, but at the same time it can be just as disadvantageous for the English and French as for the Germans.

Whether the allied armies will be flanked at Nieuport and Dunkirk or further south by the Germans on the banks of the recently made bay will have to be shown by the further development of the battle.



THE HISTORY OF THE TERRITORY OF ALABAMA

Alabama:

By a Special Report: ALABAMA, 1862-1863

The Alabama Territory was organized in 1817, and its boundaries were defined by the act of Congress of the 15th of March, 1817. The territory was then a vast, unpopulated region, stretching from the Gulf of Mexico to the northern boundary of the State of Georgia. It was a land of great natural beauty, with fertile soil and abundant resources. The first settlers were attracted to the territory by the promise of land and the opportunity to start new lives. They came from all over the United States, bringing with them their skills and their dreams. The territory was divided into counties, and a system of government was established. The people of the territory were loyal to the United States, and they fought bravely in the War of 1812. After the war, the territory was ceded to the United States, and it became a part of the Union. The people of the territory continued to settle and develop the land, and the territory grew in size and importance. In 1819, the territory was organized into a separate government, and it was given the name of the Alabama Territory. The people of the territory were proud of their new government, and they worked hard to make it a success. They built schools, churches, and other public buildings. They also engaged in trade and commerce with the other states of the Union. The Alabama Territory was a land of great promise, and it was destined to become a great state. The people of the territory were determined to make it so, and they succeeded. In 1862, the territory was admitted to the Union as the State of Alabama. It was a proud day for the people of the territory, and it was a day that they will never forget.

It was in the year 1817 that the Alabama Territory was organized. It was a vast, unpopulated region, stretching from the Gulf of Mexico to the northern boundary of the State of Georgia. It was a land of great natural beauty, with fertile soil and abundant resources. The first settlers were attracted to the territory by the promise of land and the opportunity to start new lives. They came from all over the United States, bringing with them their skills and their dreams. The territory was divided into counties, and a system of government was established. The people of the territory were loyal to the United States, and they fought bravely in the War of 1812. After the war, the territory was ceded to the United States, and it became a part of the Union. The people of the territory continued to settle and develop the land, and the territory grew in size and importance. In 1819, the territory was organized into a separate government, and it was given the name of the Alabama Territory. The people of the territory were proud of their new government, and they worked hard to make it a success. They built schools, churches, and other public buildings. They also engaged in trade and commerce with the other states of the Union. The Alabama Territory was a land of great promise, and it was destined to become a great state. The people of the territory were determined to make it so, and they succeeded. In 1862, the territory was admitted to the Union as the State of Alabama. It was a proud day for the people of the territory, and it was a day that they will never forget.

There is no doubt that the Alabama Territory was a land of great promise. It was a vast, unpopulated region, stretching from the Gulf of Mexico to the northern boundary of the State of Georgia. It was a land of great natural beauty, with fertile soil and abundant resources. The first settlers were attracted to the territory by the promise of land and the opportunity to start new lives. They came from all over the United States, bringing with them their skills and their dreams. The territory was divided into counties, and a system of government was established. The people of the territory were loyal to the United States, and they fought bravely in the War of 1812. After the war, the territory was ceded to the United States, and it became a part of the Union. The people of the territory continued to settle and develop the land, and the territory grew in size and importance. In 1819, the territory was organized into a separate government, and it was given the name of the Alabama Territory. The people of the territory were proud of their new government, and they worked hard to make it a success. They built schools, churches, and other public buildings. They also engaged in trade and commerce with the other states of the Union. The Alabama Territory was a land of great promise, and it was destined to become a great state. The people of the territory were determined to make it so, and they succeeded. In 1862, the territory was admitted to the Union as the State of Alabama. It was a proud day for the people of the territory, and it was a day that they will never forget.

The government of Alabama, however, at the time of the Alabama Territory was a very young government. It was a vast, unpopulated region, stretching from the Gulf of Mexico to the northern boundary of the State of Georgia. It was a land of great natural beauty, with fertile soil and abundant resources. The first settlers were attracted to the territory by the promise of land and the opportunity to start new lives. They came from all over the United States, bringing with them their skills and their dreams. The territory was divided into counties, and a system of government was established. The people of the territory were loyal to the United States, and they fought bravely in the War of 1812. After the war, the territory was ceded to the United States, and it became a part of the Union. The people of the territory continued to settle and develop the land, and the territory grew in size and importance. In 1819, the territory was organized into a separate government, and it was given the name of the Alabama Territory. The people of the territory were proud of their new government, and they worked hard to make it a success. They built schools, churches, and other public buildings. They also engaged in trade and commerce with the other states of the Union. The Alabama Territory was a land of great promise, and it was destined to become a great state. The people of the territory were determined to make it so, and they succeeded. In 1862, the territory was admitted to the Union as the State of Alabama. It was a proud day for the people of the territory, and it was a day that they will never forget.

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The sacrifices which the Germans will have to make are very trifling since this flooding has prevented the losses which would have occurred from the fire of the English guns on their men of war.

So as far as we are able to understand the situation, we come to the conclusion that the flooding of the region around Nieuport will be apparently of greater advantage to the Germans in their further operations than to the English-French and Belgians.



The authorities who are in charge of the  
very thing about this thing are  
which will have been done for the  
on their names.

So as far as we are concerned, the  
code is the same as the code of the  
history will be written in the same  
in the same way as the code of the  
religion.



## MILITARY FORCE OF TURKEY.

Translation from the VOSSISCHE ZEITUNG, November 3, 1914.

The participation of Turkey in this world war which is not to be doubted after the recent occurrences in the Black Sea, must be considered as an event of far-reaching military and political significance. The Sultan is the spiritual head of all Mohammedans and his position in this war must necessarily be of important significance to the whole Mohammedan people who politically are under English, French or Russian rule. These states have in their colonies and territories a very large Mohammedan population, who are oppressed and have lost their independence and are under the dominion of the unbelievers. Now that their spiritual head has taken up war against these Powers and calls the whole Mohammedan populace to arms, this call to arms will find an enthusiastic echo in all places where Mohammedans live. It has been announced for a long time in the English and French colonies that there is a spirit of great unrest. If it is successful, those who have been until now oppressed will receive by this participation of Turkey in the war a new support and if this leads to fruitless results, the Powers will be compelled to take measures chiefly to strengthen their military garrisons in the threatened territories.

England will suffer most from this, especially in regard to Egypt and India. In the beginning of the war, the plan was to send a great number of English troops from Egypt and India to the continent to strengthen the English and French army, but until now only a small part have landed on the French coast and participated in the battles in northwest France. The fear of insurrection in Egypt and the thought that the Turks could undertake military measures against this land and against the Suez Canal has led them to bring a portion of the Indian troops to Egypt. Shortly the English regiments will be transported from Malta to Egypt to strengthen the English garrisons there. The English papers announce that Turkey has concentrated troops in Palestine and Syria. The question of the occupation of Egypt by the Turks, which they always considered a portion of their territory, is in the line of further advances. The appearance of Turkish cavalry on the Sinai Peninsula has already caused great concern in the English Government circles in Cairo. Whether or not the Turks are considering such measures, in any case the possibility of this has led the English to materially strengthen their garrison in Egypt. Taking away any troops from this locality is wholly impracticable. Already the result of the Turkish participation is evident.

Turkey borders in Asia Minor directly on Russia and there is in a position to cross the border and march into Russia. It is true that the Caucasus in their entire length lie before the Turkish advance. This alone is not an insurmountable obstacle since they are crossed by several roads; those along the coast could be used first since the Turkish fleet appears to be master of the waters of the Black Sea. It is also impossible for the Russian ships to bombard these roads along the coast and thus hinder the advance of the Turks, and if the Russians wished to oppose their advance, the Turkish ships could attack them successfully from the sea and break up this opposition. The possibility of an unexpected landing of troops on the Russian coast is of all the greater since the Turkish fleet controls the sea. If the Russians desire to protect their border along Asia Minor and the whole coast against Turkish operations, it will demand the dispatching of stronger and numerous troops to these places. And if they mass troops here for the formation of second and third lines, they will







fail grievously in other parts of their kingdom where they are now fighting for a decision. Therefore it must be considered that after the exceptionally great losses which the Russians have suffered in the last battles, the dispatching of strong forces to a neighboring seat of war must be of critical importance. At the advance of the Turks into the Caucasus, there also comes into consideration the fact that there is a strong Mohammedan populace there which will welcome with joy the arrival of the Turks.

All these considerations show the great influence and importance which the participation of Turkey must have in this war. The general position because of it has shifted in our favor. That Turkey in late years has developed and strengthened itself extraordinarily in a military way and is filled with the desire of attack and great power of resistance are shown in the successes which the Turkish fleet has reported in the last few days. We will expect the same from the advance of their military forces.





SUBJECT EUROPEAN WAR 1914. GERMAN SUBMARINE  
SINKS ENGLISH CRUISER "HERMES".

From Z No. 339 Date November 3, 1914. , 19  
Replying to O. N. I. No. Date , 19

It is officially announced by the German Admiralty Staff that the submarine which sank the British cruiser "HERMES" has safely returned to her base.

The "HERMES" was sunk off Dover. The number of the boat which did the work has not yet been announced.





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4

T r a n s l a t i o n .

THE ATTACK ON THE ENGLISH COAST.

At the first attack of German ships on the English coast the losses have turned out to be greater for the English than at first reported.

London, Nov. 4, 1914.

The "Times" reports: A naval fight took place yesterday near Yarmouth, very close to the coast of England. Several German warships were sighted yesterday morning at the height of Yarmouth and opened a terrible fire against the coast. On the cruiser "HALCYON", which was slightly damaged, ~~was~~ one man was severely, and four of five slightly wounded. Besides the submarine "D 5" which a few minutes later struck a mine, two steam launches also run on to mines and sank after 20 minutes. The powerful detonations created great excitement in Yarmouth, where the people commenced running to the beach, but were not able to see anything on account of the fog. Only the outlines of a large ships with four smoke stacks could be seen. Some projectiles fell on the shore, in the vicinity of the radio station. Most of the shells fell in the water.

The War Office makes known that the nothing in the present situation justifies the opinion that an invasion is probable or coming. Different works of defense which have been erected in the United Kingdom mean only measures of precaution which every nation would carry out in war times. If an invasion is attempted by the enemy, the authorities will communicate the fact.





American Embassy, London,

November

5 ~~September~~, 1914.

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From: Lieutenant S.S. Hooper, U.S. Navy,  
To: Naval Attache, London.

Subject: Report on information October 16-November 1, 1914.

1. During the period October 15-November 1 I visited Holland and Belgium with the idea of obtaining information on German Radio by means of "listening in" and of obtaining information in general in connection with the war in Belgium.

2. It is noted that the trip to Holland was made after the British had advertised the laying of mines between Southern England and France. On the trip, between London and Rotterdam, made by the Batavier line, I became acquainted with the pilot who was quite frank in discussing the situation in the North Sea as regards navigation under present conditions. He stated that the risk to navigation due to mines was much worse than generally realized and that no ship could be safe in any part of the North Sea on account of the mines drifting and failing to lose their readiness to explode on contact even after shifting position. The general tendency of the mines is to drift towards the shore. They can be seen several hundred yards distance when the water is smooth but not when it is rough. At times even when the sea is smooth they cannot be seen. In many cases the German mines are in pairs with a line between, such that a ship passing between the mines will foul the line and drag the mines toward her until one strikes the hull and explodes. The pilot stated that ships crossing the North Sea were all furnished pilots by the Pilot Association which was directly under the orders of the British Admiralty, and that twice daily charts were corrected up to date to show the so-called "safe" routes. Eight out of ten pilots gave up their positions as pilots for certain routes on account of the dangers. The pilots of ships coming from Scandinavia are bringing their ships through the North Sea in pairs whenever possible so that if one ship strikes a mine the other will be handy to rescue the crew and passengers. Such agreements between masters and pilots are entirely unofficial. The pilots have orders to take orders from any man-of-war which should happen to stop them.

3. All ships of the Batavier Line and Folkestone-Flushing Line now leave from the Thames at Tilbury Docks. No ship is allowed to put to sea between 10pm and 4am. The lights on the Thames are entirely extinguished between those hours and searchlights continually playing sweeping the river. Passengers were required to show their passports before boarding the steamer but baggage was not examined. A party of 22 German girls, in charge of an American lady, en route to Germany, were carefully searched before being allowed to proceed. During the passage down the Thames I noticed the ship exchanged signals with the shore, probably recognition signals, and after anchoring (the ship anchored from 10pm to 4am) two torpedo boats, without lights, came close by and signalled the ship by means of screened blinker lights. After leaving the Thames a course was followed about North-North-East until about off Harwich, as nearly as I could guess, and the ship headed across channel for a point about five miles south of the Hook of Holland. Several vessels were passed en route. It appeared to me that the Germans, by means of submarines cruising with periscopes awash, could easily watch the merchant ships crossing the channel and thus learn the safe routes for the use of the German Fleet. A British cruiser, probably on patrol duty, was passed about forty miles off the British Coast. A British torpedo boat accompanied the cruiser at a distance of about a half mile astern and slightly on the quarter.



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4. The radio antennae was rigged shortly after leaving the coast of England and the operator exchanged messages with Schevaningen, Holland, and North Foreland England. North Foreland is allowed to handle commercial radio messages during the war. Two Holland cruisers were anchored off the Hook of Holland. There were also soldiers on duty along the breakwater. Passed also several Dutch trawlers fishing off the Holland coast. The passports were again inspected at Rotterdam but the baggage inspection was superficial.

5. In Holland the telegraph, telephone, and wireless is under government charge, with the exception of local telephone service in cities. The Postmaster-General is in general charge. The two radio stations are at Schevaningen and Amsterdam. The largest station is at Schevaningen, the Amsterdam being the Naval Station for use in communicating with ships of the Holland Navy. I inspected the Schevaningen station, described later on. I was not allowed to listen in at that station on account of the government of Holland not allowing any one to listen in during the war except those in the government service consequently it was necessary for me to listen in elsewhere on an inefficient aerial. However I was able to get an idea of the status of the air in that vicinity, as follows. The Holland work suffers no interference from the war ships. The main work in radio in the North Sea region is principally done by the British as previously described. The German war ships, being principally in port in Germany do practically no radio work. Hauen does the Government radio work which is principally with stations at the front as far as I could make out. Hauen uses 10000 meter in sending, and at times 6000 meters. The German government stations which are temporarily rigged at such bases as Antwerp and Brussels have two aerials, one being an ordinary aerial about 200

in height, presumably used for sending and receiving on ordinary short wave lengths about 600-1000 meters, and a second aerial of about the same height but very long thereby giving great capacity. It is probable that this latter aerial is used only for receiving the signals from Hauen.

6. The Schevaningen radio station has not a powerful sending apparatus but due to its location excellent results are obtained with the set, especially in receiving. This station is principally used for commercial work. During the present war there is an officer on duty at the station as censor. Messages are accepted from war ships of even the nations at war but cipher and code is not permitted. There are 2 masts, of wood, 250 ft in height. There are two main aerials, one for use on 1800 meters and one for use on 600 meters; additionally, there are three small aerials, one for use in receiving when atmospheric conditions are bad (a low 2 wire aerial) and the other two for use in case of accident to the main 600 meter aerial. The main 600 meter aerial is simply an 8-wire flat aerial between the masts, this being connected to an extension light wire cage aerial on each end, the latter being at an angle of about 15 degrees with the vertical. The main 1800 meter aerial is a four cage umbrella aerial, each cage having eight wires. The "ground" consists of a buried copper net also 8 wires connecting to the pipes in the vicinity of the ground near the masts. All wires are insulated. The wooden masts rest on concrete bases.

The power is taken from outside source, i.e. a three phase line 108volts. There are two motor generator. One is driven by a tap which takes one phase only from the supply current; this is used for ordinary short distance communication. The other motor generator uses all three phases to drive the motor and full power is about 9kw. The plant has a storage battery equipment which can be charged and will operate the set continuously for an hour. There are four transformers for transforming the supplied power to high voltage; the primaries are in series, the secondaries in parallel. Marconi type of condensers are used. The gap is rotary frequency.



The first of these is the fact that the Government has been unable to secure the necessary funds to carry out its policy. This is due to the fact that the Government has been unable to secure the necessary funds to carry out its policy. This is due to the fact that the Government has been unable to secure the necessary funds to carry out its policy.

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The third of these is the fact that the Government has been unable to secure the necessary funds to carry out its policy. This is due to the fact that the Government has been unable to secure the necessary funds to carry out its policy. This is due to the fact that the Government has been unable to secure the necessary funds to carry out its policy.



There is no Hot Wire Ammeter or other means of measuring the current in the aerial. The receiver consists of two sets of primary windings in series but each is grounded; the secondary winding encloses the two primary windings. The primary inductance is variable, the secondary fixed. The tuning in the secondary receiving circuit is done by varying the condenser. Silicon-platinum crystals are used for detectors also the electrolytic.

There are two receiving operators on at a time. Both operators copy the same thing and check one another.

The station is connected with the government telegraph wire and the latter is used regularly.

There is no protection for the station as it is located within a half mile of the ocean. It could be easily destroyed by a few shots from a passing man-o-war.

There is an additional receiver which is capable of receiving on a range of wave lengths from 600-1400 meters. This consists simply of two large windings one within the other, etc.

At the beginning of the present war all amateur stations were required by the government to be taken down and only government receiving allowed; similarly all ships entering Holland waters are required to take down the aeriels.

The Scheveningen Station is equipped with an automobile which carries a field set, with mast and equipment complete. An hours time is required to rig the field station.

Due to the limited amount of merchant ship traffic; to the fact that the German war ships are practically all in German ports; and to the fact that the British Navy is using the radio as sparsely as practicable, there is less interference in the vicinity of the Holland coast than usual.

The Government of Holland is building and equipping a radio experimental station at Flushing, Holland.

7. The British organization of radio work is superior to the German; the German apparatus is superior to that of the British and much greater distance is obtained with less power by the Germans. The British stick to a system, which, due to the power and location of their stations and to the apportionment of wave lengths, they know is not probably of breaking down or being interfered with by outsiders; the Germans, on the other hand, due to the fact that Germany is so located that the Navy must expect to possibly leave the coast of Germany or be ready for any emergency as far as radio is concerned, have not apparently placed so much dependence upon a simple system dependent on simple location of stations and apportionment of wavelengths in a fixed manner, but have developed their apparatus to such a high state of efficiency that by quick shifting of wavelengths and spark tones they feel that they can dodge any interference and get their messages through regardless of where they happen to be within reasonable limits. I have been told that the Germans use a single letter to designate the wave length and tone to be used for each communication and that it is impossible to interfere with them as they are so clever at shifting. Such few German ships as were heard were sending on wave lengths between 800 and 2000 meters and using quenched gaps, with very strong power. I heard no arcs on any German ships and at Scheveningen was told that the German battleships did not use arc sets. I was unable to listen in on long waves, however, myself. The German ships can vary their spark tones to any frequency desired between very low and very high. I have heard it stated that the Emden is probably making great use of this latter feature to lure merchant ships in her direction. cruisers

8. In the North Sea several torpedo boats and ~~auxiliary~~ (British) were passed close aboard. The cruisers all had two aeriels: one large double sausage aerial ~~xxxxxxxxxx~~ over the mast, and a small double sausage aerial from the middle of the fore stay to a guy just forward and at about the height of the forward bridge. The torpedo boats had but the one double sausage aerial over the masts.

9. Holland has mobilized her entire army consisting of over 300000 men. Of these 180000 are in the vicinity of the border near Limborg.







The remainder are stationed at various places pretty well over Holland. The Dutch fear greatly that their neutrality will be violated in Limburg if the Germans are forced to retreat extensively and are prepared to keep the Germans from retreating across that section. I was told that Holland had been invaded three times in Limburg so far during the war but it was accepted to be accidental by the Dutch each time and Dutch neutrality preserved. There are two Dutch cruisers stationed off Flushing and one off the Hook of Holland to see that neutrality of Holland waters is preserved, also seven Dutch submarines are stationed at the mouths of the rivers in Holland for the same purpose. Mines are placed ready to plant for use in all navigable rivers opening into the North Sea, and those in the Scheldt are already planted, although so placed not to interfere with commerce (being probably contact mines.). The people and government of Holland are very anxious to keep out of the war but will see that their neutrality is respected. The sentiment is very strong in favor of the Allies, although the people of Holland do not like the Belgians ordinarily. In spite of this it is needless to mention the wonderful hospitality shown the Belgian refugees in Holland.

I was surprised to find that the papers of Holland had the most excellent supply of news, better than published in England. The general opinion of Hollanders is that there is more false news printed in British press than in the German press, and I was quite surprised to gain a similar impression.

The main defense of Holland is by flooding the country. Practically all of Holland can be flooded to a depth of about four feet. Any particular section of about 3 square kilometers can be flooded, such as the arrangement of dams and gates under the control of the government. It may be said that an army could march in four feet of water but ditches of one to three meters are situated every few hundred meters that making headway on foot would be very difficult. Similarly, there are elevations of earth at frequent intervals to make passage by boat impracticable. The main fortifications of Holland appear to be around Amsterdam. It is considered that by inundating the country and Amsterdam invaders would be unable to bring long range guns close enough to harm the fortifications which are sufficient to withstand other methods of attacks from inland.

10. I made a complete inspection of the Harbor of Rotterdam by boat, including a visit to all the harbors entering into Rotterdam Harbor, and a visit to the Holland-American liner Noordam which had just been docked for examination after striking a mine in the North Sea. The shipping to and from Rotterdam has reduced 70% since war started. There are hundreds of vessels idle in the Harbor, including a large number of German merchantmen interned there. Great care is exercised to see that contraband is not trans-shipped through Holland into Germany.

11. The mine which the Noordam struck apparently failed to explode when passing along the ship's hull but appeared to have been exploded by one of the blades of the port propeller which caused the mine to explode. The rudder post was broken off and the rudder gone, but the propellers and shafting was practically uninjured and the ship came along using both engines to steer by. The ship's hull just forward of the rudder for a distance of about eight feet was bent or bulged outwards for three or four inches, but the plating was not pierced.

12. There was very little white bread in Holland, but otherwise food and supplies seemed to be plentiful and prices as usual.

13. There is an immense traffic through Rotterdam into Germany daily; large steamers of medium draft (10-15 ft) can navigate the river as far as Cologne and small barges as far as Basel. There were many barges filled with petrol laid up in Rotterdam as they were not allowed to take petrol into Germany.

14. I spent four days in Antwerp, two days in Brussels and a day in London. It was very difficult to get into Antwerp from Holland







as the train service was inadequate to carry all the refugees returning to Belgium. Trains were running about every 45 minutes from Rosenthal to a point about three miles in the country from Antwerp. Each train consisted of at least twenty five cars and even then it was difficult to carry the refugees. After failing to get aboard one train I managed to get into a third class compartment in which eighteen others were jammed, including their baggage. That compartment ordinarily is crowded by half that number. It was necessary to walk from where the train stopped all the way into Antwerp and the entire three miles was a continuous stream of refugees with their belongings. Peculiarly there were nearly as many leaving as were returning. Those leaving were mostly from Ghent, Bruges, Ostend, etc., where fighting was close by.

The trams were running in Antwerp and many shops open, including a few hotels, but the town was practically lifeless as most of the people were away. It was necessary to show one's passport on entering Antwerp. The masses of refugees were diverted into different paths to expedite the examination of passports. This appeared to be admirably handled by the Germans. Printed posters were pasted in many places in German, French, and Dutch, which informed the public of the general status, and what they might and might not do, the value of money, recommending the boiling of water, etc., etc.

The people everywhere seemed tremendously frightened of the Germans. Even as the train approached the border the refugees began to talk in whispers and appeared very shaky. In Antwerp every effort appeared to be made by the Germans to overcome this and to be friendly with the residents, but the people would not be friendly. In other places than Antwerp there was apparently no effort to be friendly with the residents and the Government ruled with great force and harshness.

At night there was no one except German officers and patrols on the streets after eight o'clock.

The damage to Antwerp was very slight as compared with the newspaper accounts. Altogether there are not more than fifty houses, should estimate, seriously damaged. Most of the serious damage was from fire caused by the shrapnel. In some sections many houses have windows slightly broken from the concussion but this does not count to much.

The German Officers, including many Austrians, have established themselves in the principal hotels and sign checks for their expenses. The enlisted men pay cash for their meals, etc. There is a German Governor of Belgium with offices in one of the small public buildings in Antwerp, and a Commandant of Antwerp who is in charge of the City Government. Both officials have very large numbers of officers on their respective staffs. There were interpreters regularly detailed in French, Dutch, and Spanish, and in some cases in English. As far as practicable the City Government is carried on in conjunction with a city civil government made up of residents of Antwerp, but all matters are finally decided by the military Commandant.

At an estimate I should say that there were about 2000 soldiers in Antwerp. The patrol work was carried on by squads of four and six, carrying rifles, revolvers and habitually patrolled the streets together. There was also a bicycle patrol continually riding about the city, each man by himself.

A regular mail service is established and carried on wherever the Germans go. A certain percentage of the post service men of Germany are relieved from their duty in Germany and sent to the front with the Army for this purpose. Mail is delivered personally to the Officers during meals by these post orderlies. I noted that some of the Officers wrote postal cards while at the table during meals and gave them to the Post Orderlies when the latter came around. The automobile service is largely made up of volunteers who use their own cars and also many public cars and chauffeurs are seen. A great deal of work is done by auto. I noted particularly the high speed continually used by the military cars. It is much greater than in Germany and the mufflers are not used. One man accompanies the driver and blows the horn, watches the chart, etc., so as to leave the







affair entirely free for driving. I questioned an officer as to the necessity for such reckless speeding and was told that it was merely done in war time in order to impress the soldiers and the people, that it helped give spirit and dash to the soldiers, but that it was not generally necessary otherwise. There are few accidents as the people are in haste to clear the street instantly a machine is heard.

The German soldiers are taught to sing when marching and it is very impressive. On several occasions at night as a company of soldiers marched by en route to relieve the patrols they would be singing their military songs. Each beat is on the left foot.

The Officers are not so strict in enforcing rigid discipline in war time and the soldiers go about on patrol smoking which appears to be quite a novelty to them. Frequently when a soldier or orderly brings a message to an officer the officer gives the soldier a cigar. The soldiers idolize their officers and officers and men alike idolize the Kaiser. They have perfect confidence in him and half of every man's thought seems to be what a big man the Kaiser will be if he wins. There is a wonderful spirit in the German service. They have, even after such tremendous losses at this late date, absolute confidence that they will win and that nothing can stop them. Particularly one entering their company gets the same feeling. The officers cannot understand why England does not have conscription. They think that England is deliberately throwing herself away for this reason and think much the less of her accordingly. The Germans are absolutely convinced that they are

to blame for the war and their efforts are much greater accordingly. In Antwerp harbor at the lock, which is the entrance to the basin in which the merchant ships dock, the Allied forces sunk a schooner in such a manner that the ships in the basin cannot be gotten out. It will be very difficult to clear this obstruction. Also the machinery of many of the merchant steamers in the harbor was wrecked so that the Germans could not use them. In some cases the machinery was dynamited and in others the main steam pipes were torn out.

I noted that the Germans have built a high fence all around the Canadian Pacific Docks in Antwerp so that it is impossible to see within. Guards are posted to keep all civilians out. Also, the entrances to the main railway station in Antwerp are barred. The telephones are not allowed used.

The German news is published and posted in numerous places for the public daily, - in three languages.

In order to leave the city it is necessary to obtain a passport.

I went out to the edge of the city and looked at two of the inner forts. They had not been damaged and were occupied by Germans. The old guns of the Belgians had been turned around and were pointing toward Antwerp. I heard that both Brussels and Antwerp had been mined by the Germans but this only seemed to be the opinion of the people.

In the Government Offices (military) the public are only received for or five hours a day, the German officers spending the remaining hours with their own work. The Officers are generally called at six or six thirty am in the hotels but I noted that many failed to turn up until an hour or more after. The Officers swagger about the streets a great deal and are unpopular with the people. Their hair is worn clipped short. Most of the soldiers wear beards. I saw no German officer or man under the influence of liquor during my week in Belgium. Many of the wives of the officers and men follow the officers. Many wives of German Officers were living at Hotels in Antwerp, Brussels and dined with their husbands at dinner. A very few officers were waited on even in the Hotel Restaurants by soldiers instead of using the regular waiters.

I saw three large wagonloads of material, household effects, operations, etc., hauled by German soldiers, which unquestionably was loot. Three wagons were together and in charge of a petty officer.

The Officers and men are paid their wages regularly and have plenty of spending money. I saw a London motor bus in use by the Germans in Antwerp.

Through an unofficial acquaintance with some German Officers in Antwerp I was allowed to visit the Aeroplant Shop in Antwerp. There were six machines there. Three German machines in good shape, two Belgian and one British captured machines, which latter the Germans were trying to repair for their own use. There was a machine shop and a store house attached to the place. I noted that the



[illegible]



officers were very much interested in a compass which they had just received. It appeared to be merely a small boat compass in trunnions mounted like a ships compass so that it would tend to keep horizontal. The bowl could be rotated through a very large angle and still the compass card would remain horizontal. The Officers carried small charts (about ten inches square) mounted in leather frames and strapped on their belts. One of the Flying Corps Officers stated that the Germans had lost between 70 and 80 aviators already and that those lost were the very best men in the Corps. This particular Aviator's duty was to pilot cavalry and to make charts. Certain other aviators are solely used to scout and others to direct artillery fire. This Officer stated that he had habitually piloted one Army division of Cavalry and that before he had piloted them half way through Belgium there were no more of them left and he was assigned to another corps. At present he flies every afternoon just before dusk and at dawn in the morning. The Aviation headquarters in Antwerp is equipped with two large automobiles for use in carrying machines and aviators to and from the starting point which is about an hour's ride by machine to the Westward of Antwerp. The German aviators fly at a height of 2000 meters (about 7000 feet-) and consider that a safe height. My conversation with these aviators give me the impression that piloting of cavalry by aeroplanes was very important. One officer said that when he could not go the cavalry were afraid to move forward, and that the men depended so much upon the aeroplanes that they (aeroplane officers) took great risks to help their troops, thereby so many being killed. One aviator wore a fine fur lined coat which he said he took from a handsome French Castle.

The general feeling among the German officers is one of great hatred for England, pity for France, and indifference towards Russia. They were originally a little sorry for the Belgians but they state that they had so much ~~with the~~ difficulty due to sniping from Belgians that extreme measures were eventually necessary and they have no sympathy for the Belgians whatsoever. The Germans attribute their failure to reach Paris solely to a mistake in judgement of one of the Generals. They are convinced that they will be able to wear out the French so that France cannot hold on longer or rise again, this winter; that they can keep the Russians from invading Germany due to winter conditions in unfavorable fighting country, and that they can get rid of the British Fleet if they capture a safe base for their own Fleet in Northern France.

15. Through the kindness of one of the Lieutenants on the staff of the Military Governor, who was sent to the southward to deliver despatches for the Governor, I was able to go to Brussels and further with this Officer in a German Military Automobile. This officer pointed out points of interest in the way of damaged places, locations where fighting was severe, and where guns were placed for the bombardments of Walham, Malines, and Antwerp. There was little damage between Antwerp and the outer ring of Forts of Antwerp, for, when in possession of these latter the Germans were able to reach the City of Antwerp direct with their long range 30.5cm guns. Between the outer line of Forts of Antwerp and Brussels the country is simply wrecked as a result of the fighting. It is simply one succession of trenches and wreckage all the way from Vilvorde to Malines. The latter city is about one fourth destroyed. The large cathedral has four large shell holes in one side but can be restored. The railway line was dynamited by aeroplane bombs in several places and the telegraph wires are down in several places. As this route has been well described in the papers I will not dwell further in repeating.

16. Brussels is quite lively and seems almost normal. The Palace and many public buildings are used as red cross hospitals. The Commandant in Brussels is very much of a tyrant and disliked by the people. The government Offices are in several adjoining office buildings which take up a whole city block. No one is allowed within the limits of this block except by special passport. The Government wireless station is also in this block (temporary masts built on the roofs). Evidently the same form of government







is used in Brussels as in Antwerp. I neglected to mention that the police force of Antwerp (as well as in Brussels) is made up of such men as have desired to return to duty from the original force. There is also a citizens force consisting of a large number of men who are serving voluntarily in addition to their regular business who will assist in preserving order in their own localities.

17. I noted that trains passing through Brussels with troops and supplies for the front moved slowly and were delayed for hours in Brussels. This sluggishness is contrary to the general belief that the organization is such in the German Army that there is no sluggishness. There is no train between Antwerp and Brussels except in Louvain and Ghent. I obtained a permit to ride of a troop train over this route but there was such confusion and uncertainty about trains that I returned via automobile. The Germans were much more strict the last two days I visited Brussels as they feared they might retreat and an order was issued to the effect that passports outside of the City limits were revoked and no one would be allowed outside the City for five days. As it was doubtful if I could get a ride in a machine I engaged a carriage to take me from Brussels to Antwerp but later I was told by a German Officer in Brussels that it would be very inadvisable for me to go by carriage as I could speak no German and would probably be shot by one of the sentrys en route who had that day received orders to be extremely particular about spy suspects. It is commonly known that people are shot merely on suspicion of being spys.

18. I saw one of the large german projectiles which they claimed to be 42cm. It was the largest type of shell used in Belgium as far as any one knew but on measurement the diameter of the base was found to be 0.5 inches. Experts in Holland have kept careful watch for the German 42cm gun and state that they do not believe there is such a gun. This coincided with their belief although I know nothing further on the subject. The shell was used for shrapnel and the sides, in the middle, had burst through. The plug in the base, which contained the fuse was intact and uninjured. Inside the shell was a thin green oxide which had probably been left as a result of the acid in the shell. If this oxide is rubbed just four or five times with one finger a most terrible odor results making it hard to breathe within ten feet of the shell. There was a rotating band on the shell and the corrugations made by the firing were clear. The rotating band was the ordinary type and about 1 inch wide.

19. In connection with the German method of securing information abroad I was told by two different officers in the Army that they had spent one and one half years in the United States. These officers were not attached to our government in the United States. Also I found a chauffeur of one of the Automobiles in the German Government Quarters in Brussels who stated that he had for a long time been the Chauffeur of the Ex-Secretary of the Navy Von Meyer when the latter was Secretary of the Navy in Washington. This man thought I had something to do with the German Government in Brussels or he would probably not have mentioned his former position.

20. Prices are about as usual in Belgium, except that there is no white bread (brown bread is used), no rice, and petrol costs three times as much as usual.

21. On my return through Antwerp the City was very much livelier and about a third the usual number of people were to be seen on the streets. The rule about staying in at night had been rescinded and people were out until nearly midnight.

22. There have been several cases where Germans have confiscated automobiles of Holland citizens who have come into Belgium. A fellow passenger in my compartment en route to Rotterdam had that day been forced to give his auto up at the point of a revolver and told to leave Belgium once.

23. I returned to England via the Flushing - Folkestone Route. The boat stood to northward along the coast for a half hour then straight to sea heading about for the mouth of the Thames river. We passed a Dutch Cruiser, a Dutch torpedo boat, close to Holland, and nine British torpedo boats and two British cruises about 30 miles off Holland. The British torpedo boats were in column of divisions the rear division being just in sight of the van division and one cruiser was in the



It is interesting to note that the  
voluntary in addition to their regular pay have also  
been assigned to a large number of men who are  
being trained to take over the military forces. These  
men have been assigned to various posts in the  
army and navy and in the air force. It is interesting  
to note that the army is the largest of the three  
services and the navy is the smallest. The air force  
is the youngest of the three services and is still  
in the process of development. It is interesting to  
note that the army is the most powerful of the three  
services and the navy is the least powerful. The air  
force is the most powerful of the three services and  
the navy is the least powerful. It is interesting to  
note that the army is the most powerful of the three  
services and the navy is the least powerful. The air  
force is the most powerful of the three services and  
the navy is the least powerful.

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19. In connection with the letter which I received from you on 10/10/41, I was told by the Assistant Secretary in the State Department that you had been in the United States. I am sorry that I could not see you at that time. I am sure that you would have been very helpful to me. I am sure that you would have been very helpful to me. I am sure that you would have been very helpful to me.

[illegible]

11. A review shows that the 1970s was a period of rapid growth in the number of people who had been recruited and people who were active in the movement.

[illegible]



center of each division. They were all cleared for action and  
evidently patrolling Just astern of the leading Cruiser was a torpedo  
boat evidently for messenger use. The boats were steaming at about  
15 knots I estimated.

Near the East of England we were met by a British torpedo boat which  
steamed near us for fifteen minutes and signalled to us. We passed  
also two pairs of ugs engaged in sweeping for mines. ~~They~~ Each pair  
were steaming abreast with a line between at a slow rate of speed.

24. There were a number of destroyers and light cruisers, about ten  
in all, in Dover. We arrived off Folkestone about 430 but were not allow-  
ed to enter until dusk. Our papers and letters (if we carried any for  
mailing) were examined on disembarking.

25. The trenches in Belgium were of every description, many were  
hollowed out in under neath ~~the~~ on the forward side so that the  
soldiers could crawl in the hollowed out place and sleep. In some cases  
there were boards or canvas in the hollowed out places.

Usually there was a lane from one trench to the next in rear  
for use in supplying ammunition or in retreating. Often these lanes  
were only about two feet deep and the men must have had to lay flat  
in them and slide along to keep from being exposed.

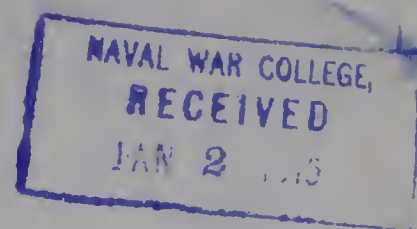
They used barbed wire entanglements a great deal. It would  
not simply be one or two barbed wire fences but ten and twenty fences  
with wired criss-crossed every which way. There were also spikes to  
hurt the soldiers feet or to make them stumble.

*S. C. Hooper*



V. C. Hooper





## NAVAL BATTLE IN THE SOUTH PACIFIC, OFF CORONEL.

The following account of this battle is taken from the newspaper La Union of November 5, 1914, of Valparaiso, Chile.

Among the officers with whom we have conversed, we find one who was able to describe the plotting during the fight, and who was kind enough to give us some of the details and explanations which we note.

### SERVICE OF INFORMATION:

In the first place it is necessary to note that the German ships have had an excellent service of information, and for this reason it has been possible for them to follow perfectly <sup>the</sup> fine plans.

While the DRESDEN and LEIPZIG and other vessels were cruising in these waters the SCHARNHORST and GNEISENAU left Japanese waters, evading the Japanese ships, and steamed for the coast of Chile, passing by the Marshall Islands and Tahiti. They came to these waters, without doubt, to protect the German vessels and also because they had received information that there were three or four English men o'war cruising near here.

This efficient service of information had long been established in various parts of the world, and it is evident they have succeeded in obtaining the British Naval Service code for radio telegraphy, and they have therefor been in touch with movements of the British vessels. \*

During the voyage to these waters the German crews constantly exercised in the necessary drills for battle.

\*- The ~~report~~ English account states that the Nuremburg boarded the Chilean steamer Chiloe enroute from Talcahuano to Valparaiso. That the first officer, a German, conversed in German with one of the Nuremburg's officers and disclosed the position of the British vessels.







On the other hand, the British vessels had failed to keep secret their movements; had simply planned to meet off our coast between Talcahuano and Coronel. The Germans were therefore able to meet them in that locality and were therefore able to triumph in the first strategical movement by bringing into action superior forces at the rendezvous selected by the British.

#### MEETING OF THE FLEETS.

The German vessels assembled north of Valparaiso and together steamed to the southward in search of the British who were to rendezvous off Concepcion, on Sunday evening, steaming in line were the four German ships in the following order: SCHARNHORST, (nearest to the coast) GNEISENAU, DRESDEN, and NURBERG; well astern were following the LEIPZIG and the transports.

The British Fleet, consisting in part of only the protected cruiser MONMOUTH and small cruiser GLASGOW and the armed transport OTRANTO were steaming northward in column to meet the GOOD HOPE which was coming from the westward, to meet them between Talcahuano and Coronel.

The two fleets were therefore steaming in opposite directions and were bound to meet; but while the English fleet was unawares of the presence of the Germans, the latter knew of the presence of the British vessels.

As the German Squadron neared the Bay of Concepcion the look outs reported vessels which very soon were seen to be three English ships in column as shown in the sketch. The MONMOUTH was leading, followed by the GLASGOW and OTRANTO. This was about six o'clock in the evening. A heavy northerner



On the other hand, the United States will not  
be able to meet its obligations and claims in  
any other way than by the payment of cash, and  
therefore the Government will have to pay cash  
and not in kind, as it is in the line of  
payment by the United States of the  
claims of the United States.

### THE UNITED STATES

The United States is a country of  
rich resources and a large population. It is  
a country of great wealth and power, and  
it is a country of great influence and  
respect. It is a country of great  
achievement and progress, and it is a  
country of great hope and promise.

The United States is a country of  
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was blowing at the time.

Hearing, the British vessels saw the enemy. They countermarched to the south and headed in toward the coast, probably to enter neutral waters and evade the unequal <sup>l</sup>contact, but the German ships upon seeing this maneuver steered so as to place themselves between the British vessels and the coast so as to bring on the fight. At the sametime the German squadron changed formation, passing from line to column, SCHARNHORST leading, followed by the GNEISENAU, DRESDEN and NURBERG.

About this time the GOOD HOPE could be seen coming from the westward at full speed and succeeded in placing herself at the head of the British column. The two squadrons continued to steam in parallel columns to the south, the Germans ~~drawing~~ in towards the coast and the British to seaward, the British fleet endeavoring to shorten the distance between them.

#### THE BATTLE BEGINS:

At 6:30p.m., the officer in charge of the SCHARNHORST's range finder signalled 10,500 meters between that ship and the GOOD HOPE. The Flagship continued to shorten that distance for two minutes and at 6:32p.m., the order "commence firing" was given and the German squadron fired the first salvo. In this first discharge the SCHARNHORST and GNEISENAU only, took part, each vessel firing simultaneously with two forward, two waist and two after 8" guns; and as they fired according to the Japanese system, i.e., - concentrating their fire on one ship, the GOOD HOPE was the target for the salvo of twelve 8" shells. This fire was maintained for some minutes. The cruisers did not participate, owing to their



was located at the time.

Further, the victim would not be found.

Investigation in the early and middle of the year 1967.

Probably no other person would be found the same.

Consequently, the victim would not be found the same.

Further, the victim would not be found the same.

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### THE VICTIM

At 11:00 a.m., the victim is found at the same place.

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light artillery, the distance being about 10,000 meters and because of the high seas running. The GOOD HOPE could not reply, because of the heavy sea. The German fire was <sup>inadequate</sup> incurred at first for the same reason.

The two squadrons continued steaming to the southward and accordingly drew together. When the distance was reduced to 6,000 meters, the GOOD HOPE began firing, but was only able to use her 9" guns on the forecastle and poop. She was fighting under the worst conditions possible, being able to use only two 9" guns against twelve 8" of the enemy's, and although she had eight 8" guns on a broadside which would, at 6,000 meters, have been of great use to her had not the violence of the seas prevented her lower guns being fired.

The GOOD HOPE had fired three times with her 9" guns, when she received another salvo from the Germans, one shot striking her turret, starting the fire which silenced her guns.

#### SINKING OF THE MONMOUTH:

The GOOD HOPE then steered to starboard of the MONMOUTH and the MONMOUTH covered her, but the distance was then 5,000 meters and the Germans were able to use all of their 8" and 6" guns and concentrated them on the MONMOUTH and GLASGOW, whose four adversaries seemed to be less affected by the sea on account of their construction.

The OTRANTO had ordered her course to seaward after receiving several shots from the enemy. The two German armoured cruisers immediately concentrated their 12 8" guns on the MONMOUTH and of the first salvo, four shots went home. This was followed by a second salvo and the







twelve shots terribly damaged the English vessel which was ~~enflamed~~, and struck by the heavy sea began to founder. The gunners on board the SCHARNHORST fired two more shots completing the ruining of the MONMOUTH, which sank in the spot indicated in the sketch.

The English fire was not good because of poor marksmanship, partly due to bad condition of the ammunition, but principally on account of the rough sea. All of the British vessels engaged in the fight were long and graceful vessels of much power and efficiency in smooth weather, but under the weather conditions in which they fought, they lacked stability of platform, making their shooting wild. If they could have began the fight at shorter distance their six inch guns would have been very useful, but Admiral Von Spee knowing these circumstances, adopted measures to prevent this.

The MONMOUTH succeeded in firing her 6" guns, and it was one of these 6" shell which struck between the forward 8" guns of the GNEISENAU, doing some damage. Had this been an 8" or 9" shell the damage would have been frightful.

As we have stated, the British ordnance material was not in good condition. One of the MONMOUTH shell entered an interior compartment and there lodged without exploding. Had this shell burst the damage would have been tremendous.

#### THE END OF THE COMBAT.

When the MONMOUTH foundered the distance between the two squadrons was 4,500 meters. Up to this time Admiral Von Spee had not endeavored to shorten the distance, and he said to some Chilean officers that he made no effort to use







his torpedoes because he knew he could control the situation effectively with the use of his guns alone. But as the MONMOUTH had sunk and as the GOOD HOPE could still render some service and the GLASGOW was not injured, the German Admiral feared that these two vessels might use their torpedoes and therefore changed course slightly so as to draw away from the coast, continuing the fire of his artillery on these vessels.

The GLASGOW, soon badly damaged, started seawards, and the GOOD HOPE having received a heavy fire began to burn violently. A great explosion occurred in her and she headed Westward. It was then 7:13p.m., and the distance was 6,300 meters. Night had fallen and the GOOD HOPE disappeared in the darkness, but the German sailors did not know whether the English ship had succeeded in extinguishing the fires or whether she had foundered.

Admiral Von Spee immediately detached the NURBERG to search the locality where the GOOD HOPE had disappeared but a careful search was unable to find any trace of the British vessel, and she returned steaming southwest. Nearing the coast the NURBERG saw a large vessel and put for quarters, but the stranger proved to be the SCHARNHORST to whom she reported the result of the search. The waters were searched until five in the morning without any vista of the GOOD HOPE. Through the night they intercepted various radio messages from the GLASGOW calling in vain for their chief on the GOOD HOPE. At day break they continued the search, but were unable to find any signs of the ill fated vessels.







#### OTHER DETAILS.

Why didn't the German ships endeavor to save the survivors of the MONMOUTH?

According to the explanations of Admiral Von Spee, the sea was so violent that it would have been impossible to lower the boats to save them and Admiral Von Spee did not feel justified in endangering his vessels by running in torpedo range of the British ships.

An officer of the GNEISENAU stated that they had had over 60 shots from the heavy guns of that ship and of the 60 shots, 40 had hit the target. They stated that the lower 6" guns of the GOOD HOPE were under water much of the time and could not therefore, be used, and that of the upper 6" guns only four could be used and six were of no service during the first part of the fight when the range was 10,000 meters.

To sum up, the worst possible conditions existed for the British vessels. Their only recourse was to fight and to die fighting.

#### THE GERMAN SHIPS IN VALPARAISO:

As was announced, a few minutes before eleven o'clock, the SCHARNHORST, GNEISENAU and NUERBERG completed their 24 hours stay in this port. Before leaving the ships were visited by many, especially by well known German families of Valparaiso, who took many presents to the men of these ships. Many small parties, mostly Germans and Chileans who sympathized with the German cause, followed the German ships well out of the harbor, cheering



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for the German Army and Navy.

#### THE PRINCE EITEL.

Yesterday evening late the German armed transport Prince Eitel entered the harbor. She immediately began to take on coal and continued to do so throughout the night and today. Over 10,000 tons of coal had been assembled and placed in launches ready for the arrival of the transport. The Prince Eitel sailed today to rejoin the German squadron. She is armed with six 6" guns.



For the purpose of this report.

### THE RESULTS

The results of the study are as follows: The first result is that the study has shown that the study has been successful in its purpose. The second result is that the study has shown that the study has been successful in its purpose. The third result is that the study has shown that the study has been successful in its purpose. The fourth result is that the study has shown that the study has been successful in its purpose. The fifth result is that the study has shown that the study has been successful in its purpose.



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Translation.

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"Der Tag", Berlin, Nov. 5, 1914.

THE NAVAL FIGHT AT YARMOUTH.

It will take the English a long time to recover from the shock that a German flotilla has succeeded to advance close to the British coast and opened a terrific fire against the holy shores of Great Britain. What a deep impression this dashing deed has made "over yonder" may be seen from the following report:-

Rotterdam, Nov. 5.

Regarding the fight in the North Sea the following is reported from London:-

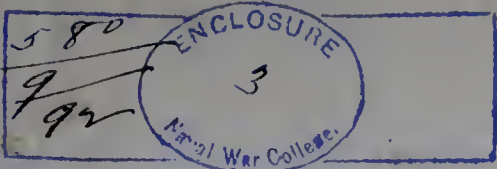
"In Lowestoft yesterday morning the thunder of guns was heard. The multitude on the rocks saw the blazing of shells fired from several warships. The shells fell in the water. The gunboat "HALCYON" took refuge in the harbor of Lowestoft, slightly damaged. The skipper of a lugger arriving in Lowestoft states, that he has heard firing at night. At dawn he recognized the Germans which he took first for Englishmen; one ship was very close by. The German steamers steamed ahead and fired. He was not able to make out the object they were firing at. Some fishing boats got into the firing range. One struck a mine and sank. English destroyers steamed quickly in the direction of the German ships. Another skipper saw an English diving boat projecting from the water with her stern post. The stern post disappeared then and the stem came to the surface. The boat sank soon after.

Соперничались между собой









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? November 6, 19

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Need not be returned.

Strictly confidential

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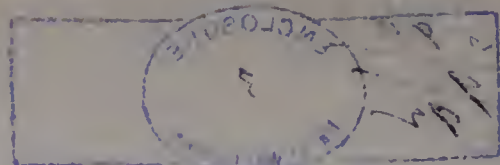
A MINUTE REPORT OF THE SIEGE OF TSINGTAU

BY

MAJOR-GENERAL MACHIDA

MILITARY ATTACHE

JAPANESE LEGATION PEKING.



FEB 20 1962

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#### 1. The German garrisons at Tsingtau

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#### B. The engagement (Sept. 29th to Oct. 28th)

(1) The positions of the German forces

(a) The land front

(b) The naval forces

(2) The positions of our forces

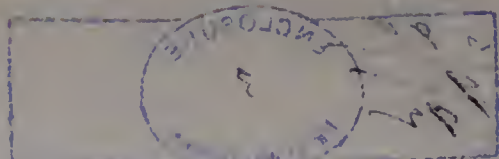
(a) The movement of our land forces

(b) The movement of our naval forces

#### C. The engagement after Oct. 29th.

(1) The movement of our land forces

(2) The movement of our naval forces



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(2) The naval forces

#### 2. The defensive works of Tsingtau

(1) The permanent defenses

(a) The sea front

(b) The land front

(2) The temporal defenses

### II. The general situation after the opening of the operation

#### A. The engagement (Aug. 23rd to Sept. 28th)

(1) The positions of the German forces

(a) The land front

(b) The naval forces

(2) The position of our forces

(a) The movement of our land forces

(b) The naval forces

#### B. The engagement (Sept. 29th to Oct. 28th)

(1) The positions of the German forces

(a) The land front

(b) The naval forces

(2) The positions of our forces

(a) The movement of our land forces

(b) The movement of our naval forces

#### C. The engagement after Oct. 29th.

(1) The movement of our land forces

(2) The movement of our naval forces

APPENDIX

THE HISTORY OF THE UNITED STATES OF AMERICA  
FROM 1789 TO 1861

(1) THE CONSTITUTION

(2) THE DECLARATION OF INDEPENDENCE

(3) THE TREATY OF 1783

(4) THE TREATY OF 1794

(5) THE TREATY OF 1800

(6) THE TREATY OF 1812

(7) THE TREATY OF 1823

(8) THE TREATY OF 1846

(9) THE TREATY OF 1848

(10) THE TREATY OF 1854

(11) THE TREATY OF 1858

(12) THE TREATY OF 1860

(13) THE TREATY OF 1861

(14) THE TREATY OF 1862

(15) THE TREATY OF 1863

(16) THE TREATY OF 1864

(17) THE TREATY OF 1865

(18) THE TREATY OF 1866

(19) THE TREATY OF 1867

(20) THE TREATY OF 1868

(21) THE TREATY OF 1869

(22) THE TREATY OF 1870

(23) THE TREATY OF 1871

(24) THE TREATY OF 1872

(25) THE TREATY OF 1873



## A MINUTE REPORT OF THE SIEGE OF TSINGTAU

### 1. The general situations before the operation

#### 1. The garrisons at Tsingtau

##### (1) The land forces

Although the German garrisons at Tsingtau consist of five infantry companies, one mounted infantry company, one field artillery company, five heavy artillery companies and one pioneer company, and number a little more than 2,000, the total forces will be augmented considerably if one infantry battalion and one field artillery company of the German garrisons in North China, reserves, and marines included. And heavy and light artilleries number over 100 altogether if those of the permanent fortresses and dismantled ships were considered also. It seemed that the martial spirit of the garrisons was flagged greatly on the eve of breaking of the diplomatic relation, and they had no intention to take up arms. Nevertheless they stand firm and their hostile feeling is at its height and busy themselves now diligently in making preparations to receive us after the declaration of the war has been made finally.

##### (2) The naval forces

The Asiatic fleet of Germany is composed of two armoured cruisers, four cruisers, four gunboats, three river gunboats, two torpedo-destroyers, three converted cruiser and its tonnage is about 40,000. But the armoured cruisers and other powerful ships went to the South Sea, and the number of gunboats are dismantled. Thus the German ships which remain in the Kiaochow Bay are third class cruisers and other numbering only nine in all.





## 2. The defenses of Tsingtau

### (1) The permanent defenses

There are two classes. To the one class belong old Chinese fortresses repaired by the Germans while to the other those built by the Germans themselves.

#### (a) The sea front

The defenses along the sea front seems that they are built mainly for the defenses of the city and bay against the attacking naval forces, and there are following fortresses.-

(L) Hui-tchen-huk (large and medium size  
cannons)

(L+) August-huk battery (medium size cannons)

(K) Tai-hsi-tschen battery (large cannons)

It is said that they built the fortresses on the S.K.-huk and on the north-east hill of Yu-nui-san-huk in the south from Tai-hsi-tschen and on that of Il-tis-huk beside them.

#### (b) The land front

The first line of the defenses at the land front starts from the hill on the left bank of Hai-pei-ho, and stops at the hill in the north of Tschan-schan via Tai-tung-tschen, 29.5 hill, and south and west sides of Lang-tschi-tsuh. It is six kilometre long and there are five permanent forts. Around each of them there are wire-entanglements, and they are connected at the power-house. Behind the first line there is another line which serves to support it on the one hand and constitute the second line on the other. Along the line there are following permanent fortresses facing to the sea front (See the forts attached map) (C) Moltke Battery.-In the rear there is a gun platform with a few heavy guns, and the main

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1911-1912

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1911-1912

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1911-1912



fort, has its provisions. (H) Bismark Battery.-It is a redoubt, has its provisions and heavy gun platform on the both sides.

(1) The battery on the hill in the south of the Bismark Hill.

It is newly constructed and forms the rear line with the Moltke and Bismark Batteries. (J) Iltis Battery. It is the highest within the defensive line, and its top can be seen from a distance on all sides. And it has a few guns.

## (2) The temporal defenses

1. The defensive works are built here and there on the hill at the south bank of Hschang-tsun-ho (including the downstream of Li-tsun-ho below its junction point) and obstructions, prepared also. And there are defensive lines along the almost all hills running from the spot about two kilometre in the south-west of Ku-schan.

2. There are two or three aeroplanes and fly over now and then both within and without of the leased territory.

3. Since the later part of July the Tsingtau Government transported arms, amunitions and provisions to Tsingtau by the Shantung Railway, and had only the military train run after August 23rd.

4. Although the stored provisions last not over than about three months in time of peace, it is said that it will be sufficient to run more than one year being transported by both land and sea.

5. It is stated that they have relatively good supply of amunitions together with those bought from the Chinese government, though the amount stored away is not clear and there is no trace that they have been supplied from home since the outbreak of European war.

For the purpose of the present investigation, the following facts are of interest:

1. The first observation was made on the 15th of June, 1911, at the mouth of the river, where the water was very shallow. The water was very clear and the bottom was very smooth. The water was very shallow and the bottom was very smooth. The water was very shallow and the bottom was very smooth.

2. The second observation was made on the 16th of June, 1911, at the mouth of the river, where the water was very shallow. The water was very clear and the bottom was very smooth. The water was very shallow and the bottom was very smooth. The water was very shallow and the bottom was very smooth.

3. The third observation was made on the 17th of June, 1911, at the mouth of the river, where the water was very shallow. The water was very clear and the bottom was very smooth. The water was very shallow and the bottom was very smooth. The water was very shallow and the bottom was very smooth.

4. The fourth observation was made on the 18th of June, 1911, at the mouth of the river, where the water was very shallow. The water was very clear and the bottom was very smooth. The water was very shallow and the bottom was very smooth. The water was very shallow and the bottom was very smooth.

5. The fifth observation was made on the 19th of June, 1911, at the mouth of the river, where the water was very shallow. The water was very clear and the bottom was very smooth. The water was very shallow and the bottom was very smooth. The water was very shallow and the bottom was very smooth.

6. The sixth observation was made on the 20th of June, 1911, at the mouth of the river, where the water was very shallow. The water was very clear and the bottom was very smooth. The water was very shallow and the bottom was very smooth. The water was very shallow and the bottom was very smooth.



# 11. The general situation after the opening of the operation

## A. The engagement (Aug. 23rd to Sept. 28th)

### (1) The positions of the German forces

#### (a) The land front

1. According to the reconnaissance of the aeroplane officers and patrols and statement of the captives, German frontal lines seem extend from the hill in the south at the rear of Lau-schan to the neighbor-hood of Ron-kou. And it looks that about two mounted infantry companies stationed in the vicinity of the hill in the south at the rear of Lou-schan, one infantry company and two field-guns in the neighbor-hood at the rear of Hei-chien, an infantry force of 500 or 600 strong, a few machine guns and two mountain guns near the hills both in the west and north of Ron-kou.

2. According to the statements of the captives and fugitives from Tsingtau the enemy's second line seems extend from the north of Sy-fang and Ku-schan to Lou-schan, and strongly organised. It is said that the defensive works are built on almost all the hills along the line. And it seems that 113 hill is the center in the neighbor-hood of Ku-schan.

3. The defensive works are constructed and obstructions are placed in the vicinity of the hills in both the south and north of Li-tsun also.

#### (b) The naval forces

The German naval forces in Tsingtau are gradually being decreased. To enumerate them there is one third class cruiser, four gunboats, two torpedo-destroyers, one converted cruiser, and they number not more than nine in all. After the bay was blockaded by our second fleet, they remain in the bay, and are disturbing the works of our forces on its eastern shore. And other powerful ships went to the

11. The proposed amendments to the

constitution

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22. The twelfth amendment is to



South Sea, and a cruiser appeared in the Bengal recently.

(2) The position of our forces

(a) The movement of our land forces

Japan has entered on hostile relation with Germany on Aug. 23rd. 12 A.M., and a part of the 18th Division started on the expeditionary mission to seize Tsingtau on Aug. 28th. On Sept. 2nd, 8 A.M., it commenced the landing in co-operation with our naval forces. Though it was interrupted then on account of the stormy weather the main fighting forces of the same division succeeded in landing on Sept. 14th. Then they advanced in groups through Kuang-schan-kwan, Lai-chow, Pingtu, and Tsimo. Although their march was slow as the land traffic was bad on account of the heavy rain and the overflow of the rivers, they overcome the difficulties, and the advanced group (5 infantry battalions, one cavalry regiment, one mountain artillery company, one pioneer battalion and bridge column under Major-General Yamada) arrived at Lai-chow and Pingtu on 12th. On 13th. our cavalry patrols drove a small force of German cavalry force, and succeeded in occupying Tsimo. The cavalry regiment arrived on 14th. Its officer patrols drove about ten German cavalries, and wounded two of them near Tsimo on 13th, while the other officer patrols occupied Kiaochow in the early morning of 17th, and seized a train which came from the west on the same day at 8 A.M.

On 18th our cavalry regiment advanced to the left bank of Pai-sa-ho, and engaged in a fight with a German mounted infantry force (about 60 to 70) in the neighborhood of Kou-ta-fou about one hour beginning from 11.30 A.M. Captain Sakuma, cavalry company commander, was killed and two men wounded, and the German casualties figured more than ten. The main force of the advanced groups arrived at Tsimo on 19th. and an infantry company at Kiaochow on 17th. The remaining forces of the 18th Division continued its forward movement and

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our entire fighting forces were concentrated at Tsimo on 24th.

Meanwhile a detached force of the Division under Major-General Horiochi began landing in the vicinity of Wan-kou-chuwan about six miles south-east from Tsimo in the morning of 18th, and finished toward the evening of the same day. On the day of landing a part of the detachment attacked the Germans (they had machine rifles) on the region running from Wan-kou-chuwan to Ho-hsi, and repulsed them on the same day, 5.50p.m. Then they occupied the hill in the south-west Tai-liac and that in the vicinity of Liu-shu-tai from the evening of 19th till 20th. The enemy's force of about 500 (they had machine guns) attacked our small detachment under a squadron on the hill in the east of Pei-chia (about one mile in the north-east of Ren-kou) on 23rd, 8.33 A.M. But they were repulsed and retreated in the direction of Li-chia 11A.M. On 26th our first line advanced towards the line extending along Wu-ku-schan, Shih-men-schan and Chiu-schui-mio, and charged on the enemy's frontal line running from the hill in the south of Lou-schan to Hei-chien and Wan-chia. At 6.30 p.m. they beat the Germans back in the south of Hei-chien, and those in the direction of Ren-kou afterward. Lituts Ikebe and Sueo and two men fell and Liept. Tsuda and 11 men were wounded during the day. The enemy on the hill in the south of Lou-schan still held their position though it became night. Continuing its attack our force drove them by the daybreak, and occupied a line extending from the mouth of Li-tsun-ho to Chin-chia-schan in the east of Fou-schan via the hill in the south of Li-tsun, and pressed the enemys within alline about two miles from Tsingtau. The German ships in the bay sent shells to our right flank incessantly during the engagement, and disturbed the movement of our forces with search-light in the evening.

Meanwhile our aeroplane force arrived at Tsimo on 21st to 22nd via Lai-chow and Lingtu. Each of them engaged in reconnsance in the region extending along the

The subject of this paper is the question of the  
 influence of the environment on the development of the  
 individual. It is a question which has been discussed  
 for many years, and it is one which is still of  
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 is the one which is constantly changing.



engaged in reconnaissance in the region extending along the south bank of Hai-sa-ho every day flying to the height of 800 to 1200, and supplied with profitable reports. One of them received both infantry and artillery fire from the German line while it was engaged in its duty near Hon-kou, and its wings were struck seven times. But neither the occupants nor the body of the machine received any damage. And the two machines which had been engaged in reconnaissance along the left bank of Litsun-ho on the morning of 25th, received more than fifty shells from the left bank of Hai-pei-ho, but they were unhurt. On 26th one machine engaged in reconnaissance of the left bank of Li-tsun-ho in the early morning while the other was on watch for the attack from the enemy's machine. They received artillery fire, but they were unhurt. Our forces learned the enemy's movement from the report-bords dropped from our flying machines which were sent above their positions. During our attack extending from 26th to 27th three German ships fired upon our right flank fiercely and disturbed its movement. Then our machines dropped bombs upon them. As result they were thrown into a great panic, and fired upon them wildly with machine rifles and other guns. And though one machine was struck by shells and bullets a few times, and other, by more than ten rifle bullets, but neither the occupants nor the body of the machine were hurt.

The British Infantry Battalion with two machine guns under the command of General Barnadiston, arrived at Lau-schan Bay on 22nd in order that they might take part in the siege of Tsingtau. From the morning of 23rd they began landing and finished on 24th, 8 a.m. without any difficulty. The landing being carried out in perfect order without any hitch with all satisfaction, both the General and his officers

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expressed the profound gratitude.

From the 27th to the daybreak of 28th the 18th Division attacked the German positions extending from the neighborhood of Ku-schan to Fou-schan, and occupied them about noon by facing the fierce artillery fire from both land and sea. The enemy had an infantry force of about 1000 men, more than ten guns and some machine rifles in this engagement. Our forces captured about fifty prisoners both men and officers together, and four machine rifles, though their casualties were not clear. Ours reached to about 150 both officers and men together. The prompt occupation of Fou-schan and the hill in its west side by a detachment under the command of Major-General Horiuchi, had a great bearings in carrying general attack. The courageous action of the three heavy field artillery companies whose entire force not only took part in the engagement but its 6 companies repended to the fire from the German ships, in the vicinity of Tsang-kou about 5 kilometres in the west of Li-tsun, facilitated our operation by restraining the cannonadings from the German ships. And our naval forces assisted those on the land by crashing the enemy's martial spirit by bombarding the Iltis fortress violently during the engagement. The British forces arrived afterward, and were put along the reserve lines.

(b) The naval forces

Our second fleet which had set out immediately after the declaration of the war on Germany, arrived at the outside of Kiaochow Bay in the daybreak of Aug. 27th, and blockaded the German leased territory from the cape on the eastern side of the Rou-schan<sup>Harbor</sup> to Laing-schan. At the same time the Governor of Kiaochow was notified to its effect, and the ships belonging to the neutral and friendly countries were informed to withdraw from its zone within the 24 hours. The fleet completing the blockading by occupying Ta-lien-tao and





Tai-kung-tao afterward. Then our ship engaged in reconnaissance around and swept Rou-schan harbor and its bay. The aeroplane engaged in scouting the movement of the enemy's ships by flying over the vicinity of Tsingtau frequently on the one hand, and protected our ships and transportation and landing of our troops on the other hand. Although our fleet was fired upon from Hui-tschuen-huk when it discovered a mine and attempted to sink it in the neighborhood of Hsiao-kung-tao on Aug. 30th, it was beyond the firing range.

On Sept. 3rd. the torpedo-destroyer Shira-tae struck a rock in the vicinity of a nameless island in the north of Laing-schahn, and sunk on the following morning being wrecked by the storm. Its crew, however, escaped.

On Sept. 5th, a little after 9 a.m. our acueous aeroplane flew over the Tsingtau harbor, located and ascertained the positions of each ships and defensive works, and dropped bombs upon each wireless station and barrack. It received about 15 rifle shots on its wings, but it was unhurt. On the following day it engaged in the duty of reconnaissance and dropping bombs again.

The covering of the transports by our imperial naval forces was carried with all satisfaction. The marines whose landing at Rou-schan Bay had been completed on Sept. 2nd. 8.30 a.m. continued covering the troops being land. Meanwhile the British battle-ship Triumph and the torpedo-destroyer Usk(?) remained at Wei-hai-wei.

According to the reconnaissance of our acueous aeroplane on Sept. 5th, it seems that the four gunboats, *and one Austrian ship remain in the bay beside the cruiser* two torpedo-destroyers, one converted cruiser Komuran (?) while the cruiser Emden sailed out. The three gunboats and one destroyer were disarmed. Among the ships alluded with the excep-





tion of the yegal (?) type gunboat in the west of Arnina (?) the Austrian gunboat and three merchant ships are in the harbor, and the three gunboats and the destroyer S 90 by the naval pier. It is reported that the Austrian cruiser armed again afterward, but it is not quite certain.

On 12th our second fleet joined the British battle-ship Triumph which arrived at the outside of Tsingtau harbor from Wei-hai-wei. And it is expected that the British destroyer Usk (?) will join also as the weather becomes quiet. The work of sweeping the Rou-schan bay by the second fleet advanced remarkably, and it is expected that it will be over by 17th. Meanwhile our destroyer-flollita engaged in the reconnaissance-in-force of Rou-schan harbor, and destroyed the enemy's observation post near Schan-tsue-kou. On 17th the sweeping of the harbor was over as to was expected. The marines which had been land, occupied a hill in the south of Wan-chia-tuang, and returned to their ships after having performed the duty of covering the troops being land. The second flollita bombarded the Iltis and Hui-tschuen-huk fortresses in conjunction with the British battleship Triumph, and the fourth flollita, in the region in the west of Rou-schan, they assisted the land forces a great deal. The marines which had been land in the neighborhood of Scha-tsue-kou from the fourth flollita captured four guns and four ammunition carriages, and engaged in sweeping its harbor.

#### B. The engagement (Sept. 28th to Oct. 28th)

##### (1) The position of the German forces

##### (a) The land front

##### 1. The work along the enemy's positions





The Germans continued the building of defensive works employing the Shantung coolies both day and night especially during the night.

1. Their main positions extend from the left bank at the Hai-pei-ho's mouth to Fou-schan-so via the hills in the east of Tai-tung-tschen as it has been reported previously. And there are number of fortresses in the rear about 700 or 800 metres from them.

2. On the 58 hill in the north of Fou-schan-so, it seems that there are temporal works though there are no permanent fortresses. At Fou-schan-so it seems that sentinels are posted during the night only. About the wire-entanglements between that place to the coast it has been reported already, but it seems that they are extended into the sea. Those which were extended into the sea in the neighborhood of the Hai-pei-ho's mouth, seem completed before Oct. 25th.

3. The following accounts have been obtained from the fugitive from Tsingtau. There are two guns at the Moltke Fort five guns in the neighborhood of Hsian-tschen-schan, four guns at the 58 hill in the north of Fou-schan-so, and twelve guns in the front of Tai-tung-tschen. And it is said that there are 40 to 50 guns to be drawn by six mules also. By the enemy's firing it is ascertained that they have 28 cm guns at the Bismark Fort.

4. The positions of search-light are reported as following though they have been changed now and then. There are 14 of them altogether.- 2 at Hsian-tschen-schan, 4 at Ilitis Fort, 4 at the Bismark Fort, 2 at the Moltke Fort, one in the east of Hui-pei-ho and 1 on the ~~Xiao~~ Fleet.

2. The enemy's recent movements are as following

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Oct. 1. The violent bombardment continues, and the shells fired number more than a few thousands during a single day and night.

Oct. 2. About 505 Germans under Lieut-Col. Kuhlo former commander of the German troops in Tsingtau (they had two machine rifles) attacked a piquet of our right wing under the cover of night, but they were repulsed and retreated leaving 47 dead and 5 prisoners behind them.

Oct. 7. A moored airship on the Iltis hill was blown towards north-east by the wind at 4 p.m.

Oct. 13. The violent bombardment continues, and two merchant ships burned and sunk in the great harbor on 14th.

Oct. 21. From the hill in the north of Fou-schan about 30 Germans attacked our piquet at Tien-chia-chuang, but they retreated leaving one dead behind them being repulsed.

Oct. 21. The violent bombardment continues.

Oct. 22. According to the statement of Mr. Peck, American Consul, the non-combatants, who are still in Tsingtau are those members of the red cross society consisting of wives of German officers and men, French and English lady missionaries beside Mr. Grace and another American. And they number about 42 altogether.

(b) The naval forces

The German ships in Kiaochow Bay sallied out off the Ku-schan and bombarded at our right flank now and then. But the cruiser Kulmoran (?) sunk exploding herself on Sept. 30th, and the gunboat Iltisseems sunk being struck four times by our shells from the land on Oct. 14th. On Oct. 13th it seems that another gunboat disappeared beside the two ships alluded above. Three merchant ships which were in the great harbor, sunk by taking fire on the 15th. The destroyer S 90 sallied out breaking the blockade at midnight. After having mined Takachio, she ran ashore in the neighborhood of Shin-

10. The above mentioned conditions, and the other  
 stated herein, shall be a part of the contract between the  
 parties.

11. The above mentioned conditions, and the other  
 stated herein, shall be a part of the contract between the  
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14. The above mentioned conditions, and the other  
 stated herein, shall be a part of the contract between the  
 parties.



chiu-so in the south of Laing-schan way. Her crews went to the direction of Chin-chou via Jih-chao after exploding their ship completely. On 20th she <sup>was</sup> found by our fleet, and the Yedobashi maru was sent to afloat her. With the exception of a few disarmed ones, the enemy's ships which are still in the Kiao-chow Bay at present are the Latharin Elizabeth and one gunboat.

(2) The positions of our forces

(a) The movement of the land forces

On Sept. 29th the landing of the heavy artillery from the navy under Junior-Captain Masaki was commenced, and finished on Oct. 1. The guns and personnel are as following 4 guns (6 inch), 4 guns (4.7 inch), 26 officers and department-officers, 14 sergeant-majors, and 450 non-commissioned officers and men. On Oct. 4th our heavy artillery was at watch for the gunboat Iltis, and fired as soon as she came near. She retreated out of the firing range being struck four times. The 29th infantry brigade under Major-General Johoji began landing on the same day. And the fourth siege artillery battalion succeeded in landing their men and horses, and provisions entirely, and part of siege materials also.

With the object of permitting non-combatants in the fortress of Tsingtau to escape the horror and sufferings which our attack on that place is sure to cause, His Imperial Majesty the Emperor of Japan, actuated by humane and benevolent motives has issued special commands to the Commander-in-chief of our expeditionary forces in Shantung and to the Admiral commanding the blockading fleet in Kiao-chow Bay. Lieut-General Kamio and Vice-Admiral Zato, in obedience to the imperial commands intended to communicate this message by a special emissary on 12th, under a flag of truce. In answer to a preliminary communication the Governor of Kiaochow expressed the desire that the communication should be made by wireless telegraphy. In compliance with the request the following message was sent at





placed under the command of cavalry regimental commander who was in the charge of piquet service of the region along the western coast of Kiaochow bay. The marine seige artillery finished the deployment of 4.7 inch guns on Oct. 13th, and that of 6 inch guns on 20th. Meanwhile the main forces of the expeditionary troops busied themselves in making preparations for the seige facing violent bombardment day and night continuously. On Oct. 22nd a half of the 36th Sikh regiment (about 450) which was put under the command of Brigadier General Barnadiston, arrived at Rou-schan Bay in order to take part in the seige of Tsingtau

(b) The movement of our naval forces

In the forenoon of Oct. 14th, a part of our second fleet made in advance to the northern side of Ta-kung tao in conjunction ~~ex~~ with a British ship. They opened a violent bombardment upon the Hai-chen-cho fortress, and succeeded in accomplishing a partial destruction. Then our aeroplane flew over it, and dropped bombs upon it on the one hand and made the observation of impact on the other. While there was one dead and two wounded on the British ship there was none on our side.

While the cruiser Takachio was in the blockade duty of Kiaochow, she received a fish torpedo from the destroyer S 90 in the midnight of 17th, causing explosion in her powder magazine, and nearly all her crews went down to the sea with their ship.

Since Oct. 25th our blockading fleet kept up the bombardment of Tsingtau fortress every day, and endeavored for the destruction of forts and defenses.

C. The engagement after Oct. 29th

(1) The movement of our land forces

The expeditionary forces busied themselves





in finishing the seige lines and the deployment of the seige artillery after occupying the enemy's frontal line on Sept. 28th. Then they pressed the line of investment to Sy-fang, Schuang-schan, Tung-wu-tschia-tsun, Tien-tscia-tsun and Hsin-tschia-tschu. On the early morning of Oct. 31st, the Birthday of His Majesty the Emperor of Japan, the general bombardment was commenced along the seige artillery lines with a satisfactory result. It caused a fire in the neighborhood of dockyard at 7 am. and at the oil tanks in the south east at 8 a.m., from which the flames rose high to the sky. At the Iltis battery the bombardment from the navy was concentrated also beside that of the heavy artillery. And there was serious damage inflicted upon the fort by noon. Hsien-tschen-schan Fort received no less damages. The enemy's firing was not active during the bombardment and our loss was small. It seems that there are about 6 forts along the left bank of Hai-pei-ho. They are strongly constructed and surrounded by the deep ditches and wire-entanglements. The number of guns along the center and rear lines amount to more than one hundred together with those along the sea front. In the evening of Nov. 2nd, a part of our left repulsed a small detachment of the enemy at the neighborhood of the 1.45 hill in the south-west of Fou-schan-so, and succeeded in occupying its position. The enemy was thrown into a great panic, and retreated leaving 16 rifles, amunitions and other spoils. In the evening of 3rd, main forces occupied a line extending from the neighborhood of Pump strasse to the hill in the west of Fou-schan-so via the vicinity of Tung-wu-tschia-tsun. And they continued the seige works after 4th again, and pressed upon the enemy successively.

Our artillery continued the bombardment, concentrating the fire upon the enemy's various fortifications on one hand and threatening Tsingtau with deadly fire on the other hand. As result of cannonade, the partial destruction of the







enemy's forts and batteries took place. On the night of 3rd. the chimney and buildings of the electric plant were demoralised while in the afternoon on the 4th fire broke out in the vicinity of the barrack to the south-west of Bismak Hill. During the bombardment our infantry and pioneer corps pressed upon the enemy very closely. And our right wing occupied a small battery at Pump strasse and captured one officer and twenty men. Our aeroplane dropped warnings for the preservation of the buildings and other things on the one hand and hurled down bombs upon the main line on the other.

The total casualties of our expeditionary forces were 200 dead and 878 wounded while those of the British forces were 2 dead and 8 wounded since the declaration of the war until the 5th November.

Our forces pressed upon the enemy steadily and a detachment whose special mission was to charge upon the central fortress, succeeded in occupying it on Nov. 7th, about 1.40 a.m., and the left wing, Hsian-tschan-schan at 5.10 a.m. The center occupied Tai-tung-tschen at 5.35 a.m., and the Moltke, Bismark and Iltis forts before 7 a.m. Finally the Germans indicated their intention to surrender by hoisting the white flags on the observatory about 6 a.m., and on the batteries along the coast 7.30 a.m. At 7.50 p.m., on the same day, the parent<sup>ies</sup>~~ates~~ of both sides signed the terms of capitulations, the Germans accepting every point.

The German prisoners who fell to our hands from the evening of Nov. 6th to the morning of 7th numbered about 2,300. Our casualties were, according to the report up to that time (Nov. 7th) 7 a.m., 14 officers wounded and 426 non-~~commissioned~~ commissioned officers and men both wounded and dead while those of the British casualties 2 non-commissioned officers and men both wounded and dead together. According to the

The first thing I noticed when I stepped  
 out of the car was the cold. It was a  
 sharp contrast to the warmth of the car.  
 I shivered as I walked towards the building.  
 The air was crisp and clear, and I could  
 see the stars in the night sky. The  
 building was a large, imposing structure  
 with many windows. Some of the windows  
 were lit up, and I could see the  
 lights inside. I walked up the steps  
 and entered the building. The interior  
 was dark and quiet. I walked through  
 the halls and found a room. I entered  
 the room and found a desk. I sat  
 down at the desk and looked at the  
 papers. I found a letter from my  
 father. I read the letter and found  
 out that he was coming to see me.  
 I was happy to hear that. I wrote  
 him a letter and told him that I was  
 waiting for him. I put the letter in  
 an envelope and sealed it. I put the  
 envelope in a box and took it to the  
 post office. I put the box in a  
 mailbox and went home. I was happy  
 to hear from my father. I was happy  
 to hear that he was coming to see me.  
 I was happy to hear that he was  
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 happy to hear that he was coming to see me.



statement issued by the British Legation, it is reported that 5 officers wounded, 12 non-commissioned officers and men killed, and 56 non-commissioned men wounded.

(2) The movement of our naval forces

The blockading fleet which kept up bombardment of the Tsingtau fortresses since Oct. 25th, sent the violent fire upon the different batteries in conjunction with the British ships from 29th until 30th. It was a beautiful day on 29th, and our fleet engaged in bombarding the fortresses on the Iltis hill and other positions fiercely, and there was no less damages inflicted. With the exception of the Hui-tschen-huk fortress, all batteries remained silent and there was no firing directed against our counter positions on that day. It was a calm day on Oct. 30th. Our fleet poured a hot fire upon each fortress all day, and most of the shells struck the batteries on Hsian-tschan-schan and Tschan-schan, destroyed defensive works, swept the covered trenches, overthrew a turret at the Hsian-schan-schan fortress, and there was remarkable result accomplished. On the early morning of 31st our fleet commenced the bombardment of the different fortresses and the coast region in the neighborhood in conjunction with the British ships like the preceeding day, and continued toward the evening. There was no loss on our side. It seems that most of the enemy's fortresses have been silenced, and only Hui-tscho-huk and Tai-hsi-tschan fortresses sent a violent fire to the direction of our land forces. The former fired upon our fleet and land forces in turn according to the firing range. According to the result of observation the most of our shells struck Hsian-tschan-schan and tschan-schan fortresses and inflicted quite serious damages to the defensive works. In the early morning of the same day the oil tanks in the neighborhood of the great harbor





SUBJECT: (S) (E) (F) (V) (C) (S)

took fire, and the black smoke rose high to the sky. Toward the evening Hsian-tschan-schan was aflame also, and its flames reflected brilliantly upon the distant sea. A gunboat which lost its chimney as result of being fired upon from the heavy artillery of the navy disappeared from the harbor on 30th. On Nov. 1st a part of the second fleet fired upon Hui-tschen-huk and Iltis fortresses with the British ships has caused some damages. And it seems that Katharin Elizabeth sunk by the explosion in the great harbor on the 2nd, 3 a.m., and the floating<sup>dock</sup> on the 3rd.

END.

1800. And the first time I was in the  
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the hundredth time I was in the



*Need not be returned.**SUBJECT* G E R M A N M I N I N G O P E R A T I O N S.

*From* Z No. 346 *Date* November 6, 1914, 19  
*Replying to O. N. I. No.* ----- *Date* -----, 19

No operations so far, even those of the submarines, have been more important than that of mine laying - defensive and offensive.

From the beginning of the war to the present time, the German Navy has sought to close the English East coast harbors including the mouth of the Thames.

Mines have been used in vast quantities, both for defensive and offensive purposes and the number of ships which have taken part in mining operations has been very large. One regularly built mine layer has been said recently to have laid two thousand mines on the English coast and a small converted steamer three hundred more. The light cruisers have done a share of mining work, in fact there seems to be little other explanation for their frequent trips to the English coast in the early part of the war.

The action which occurred in the early days of this month near Yarmouth was in the course of mine laying operations and the British submarine "D 4" appears to have fallen a victim to the mines laid by this expedition. Whether the plan was to draw out a stronger British force over this mine field is not possible to know, but these operations have fixed and carefully worked up policy attached to them which will probably show later on.

For defensive purposes the mine has been all important. It is necessary that the force afloat and those having charge of the defending mine field should work under one control to secure safety for the fleet. This is true in Germany where mining operations are under the Navy. Even under these conditions the loss of the German cruiser "YORCK" with about half her complement, points to the danger always present.

Considering the vital necessity for protection of our own ships of war in harbors to be used in war time, it would appear to be part of the duty of the Navy to see that the preparations for such defense are adequate and to insist on ample protection being developed for the safety of the fleet at their bases and the proper cooperation between the fleet and the mine defenses.





511

.6 (2)

## GERMAN-BRITISH ACTION NEAR YARMOUTH.

SUBJECT

*Must not be released*

From Z No. 347 Date November 6, 1914, 19

Replying to O. N. I. No. \_\_\_\_\_ Date \_\_\_\_\_, 19

No official account of this action has been been given out, but unquestionably this was a mine laying expedition with light cruiser protection and conducted in thick weather.

The German force came into contact with the English torpedo gunboat "HALCYON" and drove her off with some loss.

The British submarine "D 5" ran on a mine while pursuing and was lost.

Whether the heavy firing in the direction of the coast reported from Yarmouth was incident to the attack on the "HALCYON", or whether it was intended to draw British ships across the newly made mine fields it is not possible at the present time to find out.

The following is from the press:-

" THE MYSTERY OF YARMOUTH .

Christiana, Nov.5, 1914.

The correspondent of the "Aftenpost" telegraphs from London:- The whole London press concedes the fact that the Germans have displayed an astonishing daring by sending their warships as far as the East coast of England. What the intentions of the Germans were is not known in England. But the greatest mystery is the fact that the German ships have succeeded in passing over the mine field. There is good reason to believe that the Germans, with the aid of their most extensive espionage system, came in possession of charts of the mine field. These charts were only given out by the Admiralty a few days ago. It is also not known how the German ships fared on their flight from the pursuing English ships. Several shells from the German warships have fallen directly in the harbor of Yarmouth. It is said they did not cause any damage to any extent (?). This would be a confirmation in London of a formerly held opinion that the German ships guns are of bad quality." (!!)

THE HISTORY OF THE

REIGN OF

CHARLES

THE FIRST

OF

ENGLAND

BY

JOHN

WILKINS



November 7.            The official account has been  
published now and is as follows:-

“ Great Headquarters, Nov. 6, 1914.  
( Wolff Telegraph Bureau ).

On the 3d of November our large and small cruisers made an attack on the English coast at Yarmouth. They bombarded the coast fortifications and several small craft anchoring there and which did not expect an attack. Stronger English forces for the protection of this important harbor were not present. The English submarine " D 5 " which was evidently following our cruisers struck a mine and sank, according to the statement of the English Admiralty.

The Chief of the Admiralty Staff

v o n   P o h l . ”





11  
.6 (3)  
ICK.

U.S.S. SATURN,  
San Diego, California,  
November 6, 1914.

From: Lieutenant I.C. Kidd, U.S.N., Aide and Flag Secretary.  
To : Commander-in-Chief, U.S. Pacific Fleet.

Subject: Foreign men-of-war in Magdalena Bay.

References: (a) Memoranda for the Commander-in-Chief, ICH-M,  
of October 28, 1914.  
(b) Photograph and diagram of the town of Margarita, attached marked "A".  
(c) A note in Japanese written by Doctor Baba to Kiyoshi Shimizu.  
(d) Doctor Baba's business card.  
(e) Kiyoshi Shimizu's card.  
(f) Card of Captain Carlos de la Toba, in charge of the port of Magdalena Bay.  
(g) Copy of radio sent the Commander-in-Chief, November 4, 1914.  
(h) Photographs showing the following:  
1. The Sand-Spit at the North end of Margarita Island, as seen from the Southward; also showing the landing at Margarita.  
2. Kiyoshi Shimizu, Japanese care-taker of the Sandoval Canning Factory at Margarita.  
3. The Sandoval Canning Factory.  
4. Mr. Salvador Salgado, resident of Margarita, from whom information regarding the foreign-men-of-war was secured.  
5. One of the three water tanks belonging to the Canning Factory on Margarita Island.  
6. A general view of the town of Margarita.

Inclosures: 5.

1. In obedience to the Commander-in-Chief's verbal instructions to investigate and report upon the reliability of the report made by the master of the wrecking schooner, "Robert Henry", to the effect that a Japanese Cruiser, not the Idzumo, had coaled in Magdalena Bay about September 12, 1914, Lieutenant I.C. Kidd, Aide and Flag Secretary, proceeded to Magdalena Bay from La Paz, Lower California, at three p.m., November 2, 1914, aboard the Saturn, arriving there at five p.m., November 3, 1914.

2. Accompanied by the Commanding Officer of the Saturn, the Fleet Paymaster, and Ensign Jay K. Euler, the Flag Secretary landed at the town of Magdalena and was met at the dock by two Mexican customs officials and a heavily bearded Japanese who was introduced as Doctor Baba ( see card referenced



1. The first part of the report is a general statement of the work done during the year.

2. The second part is a detailed account of the work done in each of the four main divisions of the department.

3. The third part is a summary of the work done in each of the four main divisions of the department.

4. The fourth part is a summary of the work done in each of the four main divisions of the department.

5. The fifth part is a summary of the work done in each of the four main divisions of the department.

6. The sixth part is a summary of the work done in each of the four main divisions of the department.

7. The seventh part is a summary of the work done in each of the four main divisions of the department.

8. The eighth part is a summary of the work done in each of the four main divisions of the department.

9. The ninth part is a summary of the work done in each of the four main divisions of the department.

10. The tenth part is a summary of the work done in each of the four main divisions of the department.



-d- attached). The party was shown to the custom-house, where Captain Carlos de la Toba, the Constitutionalist official in charge to the port, was met. This gentleman spoke English perfectly and appeared to be greatly pleased to see Americans and was especially friendly. He was informed that the Commander-in-Chief of the United States Pacific Fleet was desirous of ascertaining the conditions at Magdalena Bay as it had been reported that the supply of food was very low. Captain de la Toba made a statement in substance as follows:

3. "No communication has been had with the outside world, except now and then via trail from La Paz, since the arrival of the "Robert Henry", in September and no supplies have been received since the last trip of the "None-Such" which was in July. Some foreign men-of-war, supposedly the Idzumo, Montcalm and Newcastle were frequently sighted from the Highlands, steaming off the entrance to the Bay; and the Idzumo had entered the Bay a number of times for the apparent purpose of scanning the inner waters but each time she had departed after remaining inside for comparatively few minutes. A short time before my arrival, along about the middle of September, a cruiser entered the Bay accompanied by a large Norwegian steamer during the forenoon of one day; coaled from the steamer, finishing about ten o'clock at night of the same day, at which time both vessels departed. The names of the ship were not ascertained".

4. Doctor Baba was a squatty little Japanese with a heavy black beard that almost totally obscured his face and he wore a pair of gold rimmed nose glasses of superior workmanship. A brown, straight brimmed campaign hat, with crown drawn to a point, surmounted his head and he was not recognized as being a Japanese until introduced by the port officials. He spoke Spanish fluently and likewise English.

5. In answer to inquiries concerning Doctor Baba, Captain de la Toba stated that the Doctor had been in the vicinity for about six months (information was later received, while at Margarita, that he had arrived from San Diego aboard the Bonita Juarez sometime during April of the present year), the first three months having been spent at Margarita but since then he had been at Magdalena where he had paraded as a doctor, but as his only patients, three men, had died, no faith was placed in him. Captain Toba said, "He hasn't much liking for me for I told him that, in my opinion, he was no doctor but I was convinced he was nothing but a damned spy".

6. The seventy-five inhabitants of Magdalena (town of) were not in a starving condition as there was plenty of fish food to be had, but there was absolutely no flour, coffee, sugar nor beans, so in view of this, the following



2. The investigation has been had with the results  
world, which has been the result of the investigation  
of the "National Bureau" in connection with the  
have been received from the last trip of the "Trent-  
which was in July. The results are as follows:  
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the Lancaster, Lancaster and Lancaster are the only  
Lancaster and Lancaster are the only Lancaster and  
the results of the investigation are as follows:  
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results of the investigation are as follows:  
The results of the investigation are as follows:

4. Another thing was a heavily little known fact that many of the people who were in the line of business of the government were in the line of business of the government.

4. In answer to question concerning Doctor John, John  
said he had never heard of the doctor and was in the vicinity  
of the school and coming (information was later received,  
while at the school, that in 1941 Doctor John had been re-  
leased from the service to the United States during the war  
and that, the first three months having been spent at the  
hospital and then he had been at the school where he had  
remained as a teacher, but in his only opinion, there was  
not that, no John was present in the vicinity of the school.  
The school's main building for the first time, in my  
opinion, was no longer but I was convinced he was not  
the old building.

4. The above-mentioned information is confidential and should not be disclosed to anyone outside the Agency. It is to be used only for the purpose of the investigation and should not be used for any other purpose.



was given to the officials for general distribution and arranged for by the Fleet Paymaster: (see reference attached, marked "I")

100 lbs	flour
100 lbs	sugar
11 gal	beans
25 lbs	coffee

7. In reference to the conditions in Mexico, Captain de la Toba made the following statement: "I see no reason why there should be further fighting and I for one, am very much tired of it." The latest bulletins and papers were presented to the Captain and as much tobacco as could be spared was given him and the other officials for which they appeared to be very grateful.

8. At 9 p.m. November 2, 1914, the Saturn proceeded from the town of Magdalena to a point about north of the Sandspit at the north end of Margarita Island where she was anchored in five and one quarter fathoms on the following bearings:

North East Rt Tan Margarita Island	253	true
Sand-Spit (Cisne Point)	309	"
Hill (1157) near "fresh water"	156	"

(see HO chart #1636)

9. At 5:30 a.m. November 3, 1914, the Flag-Secretary, accompanied by the Fleet Paymaster and Ensign Esler went in to Margarita, a small village founded four years ago and now containing about fourteen buildings, including a canning factory. The village has thirty inhabitants and is situated on Margarita Island just to the southward of the Sand-Spit at a point marked "Ranch" on HO Chart of Magdalena Bay #1636, consecutive number 580. (see Illustration marked "B". On the small wharf which projects out into the water for about one hundred feet, we were met by Mr. Salvador Salgado. This gentleman stated, during the course of his remarks in general regarding the conditions in Magdalena Bay, that he had personally seen a long man-of-war that sat low in the water and which had four funnels, enter the Bay about the twelfth of September-during the forenoon-and go alongside of a large steamer, having masts at the side instead of on the center-line and flying the Norwegian flag. From this steamer, which was anchored just to the westward of Horseshore Shoal, the cruiser coaled until about ten o'clock at night of the same day, when both vessels got underway and stood out of the Bay. From the general description of the man-of-war and the colors, which were British, it was evident that the cruiser was the Newcastle or one of the same class; and it was but two days before the Newcastle appeared at La Paz, the vessel



was given to the British the general distribution and the  
reason for the first appearance of the disease was  
not known.

V. In reference to the conditions in Mexico, Captain de la Haza made the following statement: "I see no reason why there should be further fighting and I for one, am very much tired of it." The latest bulletin was received from the President to the Captain and we were informed as would be expected was given him and the other officials for which they appeared to be very grateful.

U. S. S. "Albatross" (AG-39) was underway on 11 November 1944, the "Albatross" proceeded from the town of Hagadera to a point about north of the mouth of the river and of Hagadera Island where she was anchored in five and one quarter fathoms on the following morning.

[illegible][illegible]



was undoubtedly she. From Mr. Salgado, his father and a number of other men at Margarita, it was learned that no other men-of-war had coaled in the bay since the German Cruiser Leipzig coaled from the Cetrisana in August, although the Idzumo had frequently entered just inside of the Heads but had steamed right out again; and the Algerine had anchored close to the shore of Margarita-just north of the Sand-Spit-for a few days in August.

10. The Japanese caretaker of the canning factory, Mr. Shimizu, was found to be bright and intelligent (see photograph marked "H-2") and from the many books that covered his desk, it was assumed that he was somewhat of a student. A copy of H.O. chart #1636 of Magdalena Bay was suspended from one of the walls of his office. He further stated that he was a personal friend of Captain Muriyama, commanding the Idzumo, and requested to be remembered to him and to the other officers of the Idzumo as they were all great friends of his and he had not seen them since he was aboard the Idzumo at Mazatlan. But little information regarding foreign men-of-war having been in the bay, was secured from Mr. Shimizu as he appeared to know but little upon that particular point. Mr. Shimizu apparently cooperates with Doctor Baba as the note from the latter to the former would tend to indicate. (see reference "C"). Although Doctor Baba intended to buy the provisions referred to in paragraph six, above, for his own use, it was decided that it would be better to give such amount as could be spared, to Captain de la Toba for general distribution than to any one individual, so the note attached marked "C", was not delivered.

11. The auxiliary schooner "None-Such" was expected any day with provisions from San Diego, but at the office of the Naviera Steamship Company, in San Diego, it was learned that the "None-Such" was now operating between San Diego and Guadalupe Island and there was no intention at present of sending her to Magdalena Bay.



ICK-L FIRST INDORSEMENT. December 18, 1914.

From: Commander-in-Chief, U.S. Pacific Fleet.  
To: Secretary of the Navy, (Operations).  
(Copy for the State Department).

1. Forwarded.

JOHN HOWARD







*Duplicate*

*aid for Operation  
Navy  
Inf. &c.*

511.

7 (1)

Nation.....Turkey. Name of Port.....Constantinople.  
Report from U. S. S. SCORPION.  
Date of Report.....November 7, 1914.

1. From an eye witness of the attack, by the Turkish torpedo boats, on Odessa, on the morning of Thursday, October 29th., I have the following: My informant was on one of the torpedo boats.

The Turkish Fleet left the Bosphorus on the morning of Tuesday, October 27th., with targets and apparently for target practice. When some distance out in the Black Sea the targets were sent back. The fleet then separated into three divisions. The division for Odessa, composed of three torpedo boats, separated from the others and proceeded towards that port. One torpedo boat fell out from accident to machinery or other cause. On approaching Odessa, very early on the morning of Thursday, October 29th., the Germans on the boats informed the Turkish officers and crews that war was to be declared by Turkey on Russia, or that the Russian Ambassador in Constantinople was to be given his passports, at 3.30 or 4.00 a.m., and that at that time the torpedo boats would attack Odessa. My informant says the Turks were much surprised by this information. The information was not true, as they learned on their return to Constantinople.

When still dark the torpedo boats entered the harbor and stood in behind the breakwater, entering by the Eastern entrance, and passing out by the western entrance (See B.A. Chart, No. 2206). My informant reported that they had inflicted more damage on the port and shipping than I am inclined to believe was borne out by future investigation.

My informant also told me that the GOEBEN (SULTAN SELIM) and BRESLAU (MIDILLI) also bombarded Sevastopol at about the same time and placed mines off the port to prevent the exit of the Russian Fleet.

2. A Russian mail steamer, bound from Constantinople to Odessa, was captured by a Turkish torpedo boat not far from Odessa that day, and crew and passengers were taken off and the steamer sunk.

3. Another Russian mail steamer was captured in the Black Sea, just outside the Bosphorus, and brought in here as prize of war. She is now anchored off Haidar Pasha with the Turkish naval transports and auxiliaries, and flies the Turkish Flag.

4. The GOEBEN and BRESLAU returned to Constantinople on Saturday, October 31st.

5. There has been much activity in the transport fleet, lists of the vessels of which I have given in former reports, Monday and Tuesday, November 2nd. and 3rd., a large number of troops were embarked on eighteen (?) of the transports. The number of troops is difficult to estimate, even approximately. They were transported from Sirkeci on the Stambul side, and about one hundred mahonnas, or large lighters, were used.

6. It is reported that the destination of these troops is Batum.

7. Referring to par. 9 of my report of October 24th., 1914, all the transports burn Turkish coal of very poor quality.

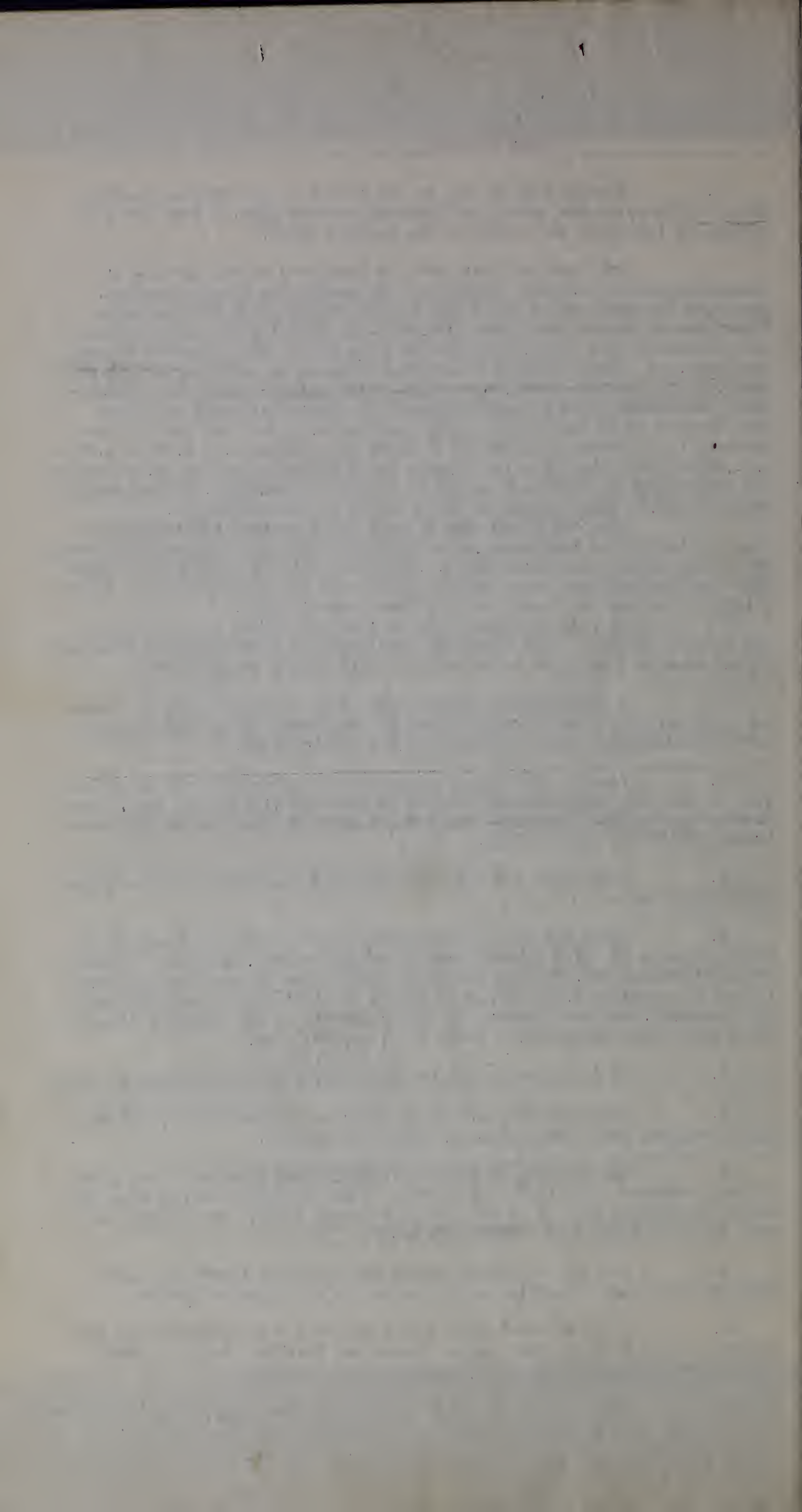
8. The quantity of Welsh or British coal here now is reported as being anywhere from 15,000 to 30,000. I think it nearer 15,000 tons. The supply of Turkish coal is limited, about 500 tons a day, I am informed by a coal dealer, but for this I would not vouch.

9. Part of the Syrian troops, brought north about two months ago, have been sent back. This may be for use on the Egyptian border.

10. It is reported that within the last week about 60 cars have arrived from the Krupp works marked "Maschinen Theilen". About the same number are expected. The shipment was held up in Bulgaria.

11. Referring to my report of October 30th. 1914, par. 6, the number of submarines, or submersibles, which have been received from Germany in sections, and is now being assembled, is greater than reported, perhaps five







Nation.....Turkey.

Name of Port.....Constantinople.

Report from U.S.S. SCORPION.

Date of Report.....November 7, 1914.

or six. I have been unable to confirm this. The material for the additional boats may be contained in the shipments mentioned in the preceding paragraph.

12. Four heavy siege guns have been sent to Smyrna. The Turkish authorities now acknowledge that Smyrna is fortified.

13. Some field guns (reported as 12), and a large number of camels (reported as 120) are being sent by the Anatolian railway as far as Mount Taurus from where they are to be sent to the Egyptian frontier.

14. From a conversation with Bucknam Pasha, an American late of the Turkish Navy, and formerly of Cramps Shipyard, who brought the cruiser MEDJIDIEH out here for delivery from Cramps, and entered the Turkish service under Abdul Hamid, I have the following:

The Turkish Government, backed financially and otherwise by the German Government, wish to obtain an option on the two dreadnoughts now building in the United States for Argentina. The Argentine Government has agreed to this, as Chili's two dreadnoughts, building in England have been taken over by Great Britain, and as the Argentine Government are in a bad way, financially, at this time.

Bucknam is to have the mission to the United States to obtain this option, and is to confer with Mr. Leischmann, formerly Ambassador to Turkey, who is interested in this project, and who is now in Germany, where the former is to meet him for conference.

He is also to make a try for a similar option on the two destroyers being built on the west coast of the United States for Chili.

It is, of course, understood that these vessels cannot be obtained until after the present war, but the present intention is to bring them out as soon as the war is over and they are completed.

Bucknam also informed me that he was considering obtaining some of the engineer's force from the crews of the German merchant vessels now laid up in New York and other United States ports, to man these vessels and bring them out, and has asked me for the names of such ex-naval officers of the United States Navy as I thought might be available, and agreeable, for such work.

15. The above information from Bucknam I give for what it may be worth - also the following:

Bucknam says that on a visit to Germany five years ago, where he went to purchase some vessels for the Turkish Navy, he saw confidential designs and drawings for submersible, or submarine, mine layers. These, as described, were not on the idea of a lake submarine boat, but would carry a large number of mines. He says that three years ago, when in England and attending a meeting of marine, or naval, architects, the proposition was brought up, but not considered seriously as it was said to be impossible or impracticable.

16. The Turkish Fleet has been into the Black Sea once since the return from the raid on Russian ports.

17. It is difficult to obtain information as to the progress of the war, except rumors and the Turkish newspapers, and the bulletins of the press agencies, which are now, of course, controlled by the Turkish Government Censorship.

18. No telegrams are allowed, except from the Ambassador to the State Department, and all mail is censored. Very little is sent or received.

*L. H. Cauley, Jr.*





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7(2)

*SUBJECT* L O S S of G E R M A N C R U I S E R  
"YORCK".

*From* Z No. 352 *Date* November 7, 1914. , 19  
*Replying to O. N. I. No.* ----- *Date* ----- , 19

The German cruiser "YORCK" is officially  
announced as sunk near the mouth of the Jade.

The official account is as follows:-

"ACCIDENT IN THE JADE BAY."

Cruiser "YORCK" sunk.

The Wolff Telegraph Bureau reports:-

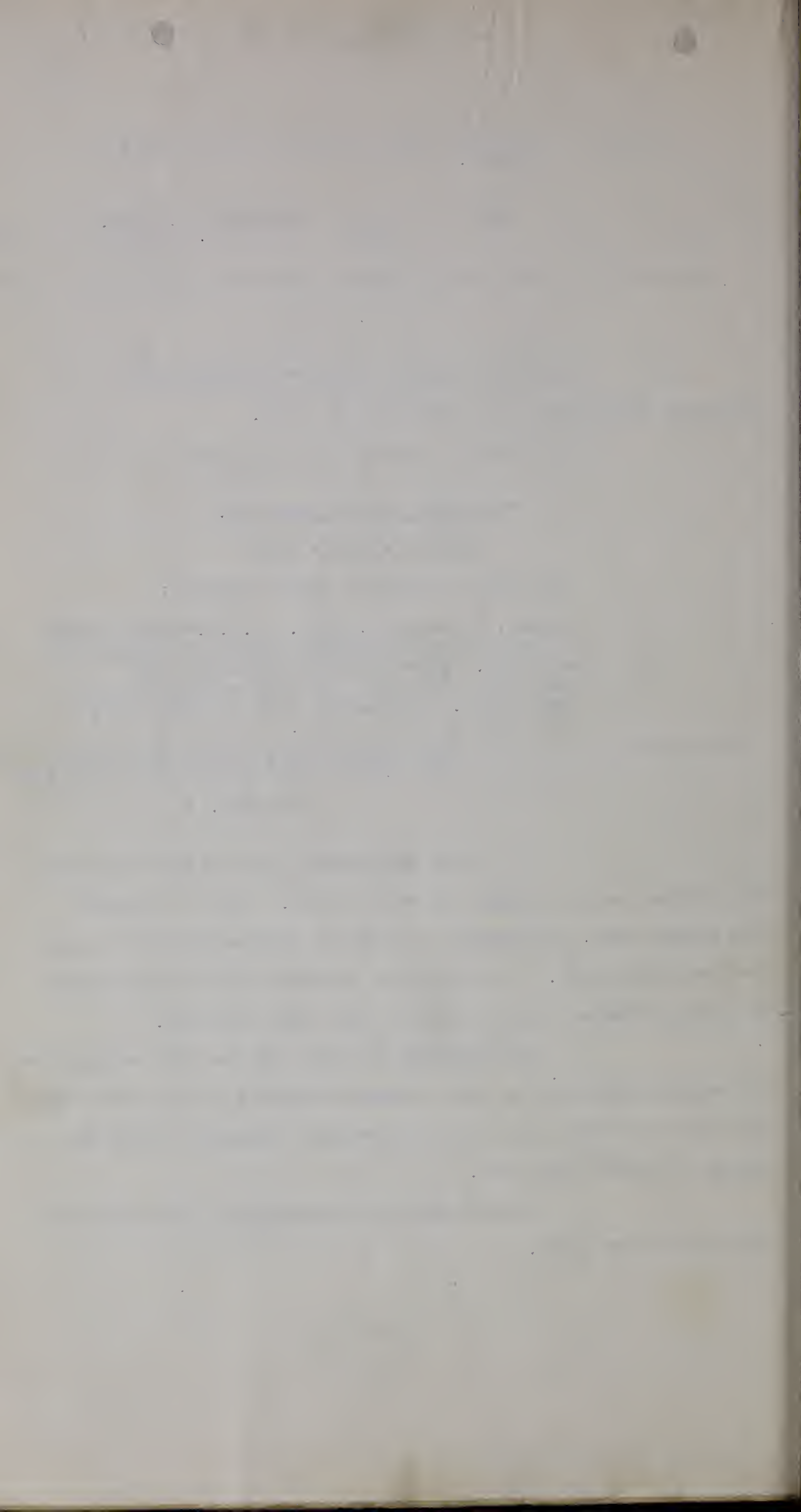
Berlin, November 4, 1914. S.M.S. "YORCK" struck  
a harbor mine on the forenoon of November 4th  
and sunk. According to statements now  
available 382 men of the crew - more than half -  
were saved. The rescue work was made very  
difficult by a thick fog.

The Acting Chief of the Admiralty Staff  
Behncke. "

I am told thatt the accident occurred  
in a dense fog and inside the mine fields. The fog hampered  
the rescue work, as tugs had to proceed with caution not to get  
in the mine fields. The fog still continues and all the facts  
are not yet known but two theories have been advanced.

The accident occurred at the full strength of  
the spring tide and the ship dragged without it being detected  
or else the strong tide and rough weather detached a mine and  
threw it against the ship.

Pilots thoroughly acquainted with the mine  
fields were on board.





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7 (3)

SUBJECT SITUATION TO NOVEMBER 6, 1914. *Need not be retinal*

From Z No. 353 Date November 7, 1914.  
Replying to O. N. I. No. Date , 191

NORTH SEA AND ATLANTIC.

The British main body are reported to be using the "Wash" as their base.

A powerful cruiser fleet is based on Stormaway, in the Island of Lewis.

Entrance to the North Sea around the North of England has been stopped for all shipping from November 5th, to the serious damaging of neutral and especially Scandinavian trade. These countries have made vigorous protest, but being weak, are put aside without consideration.

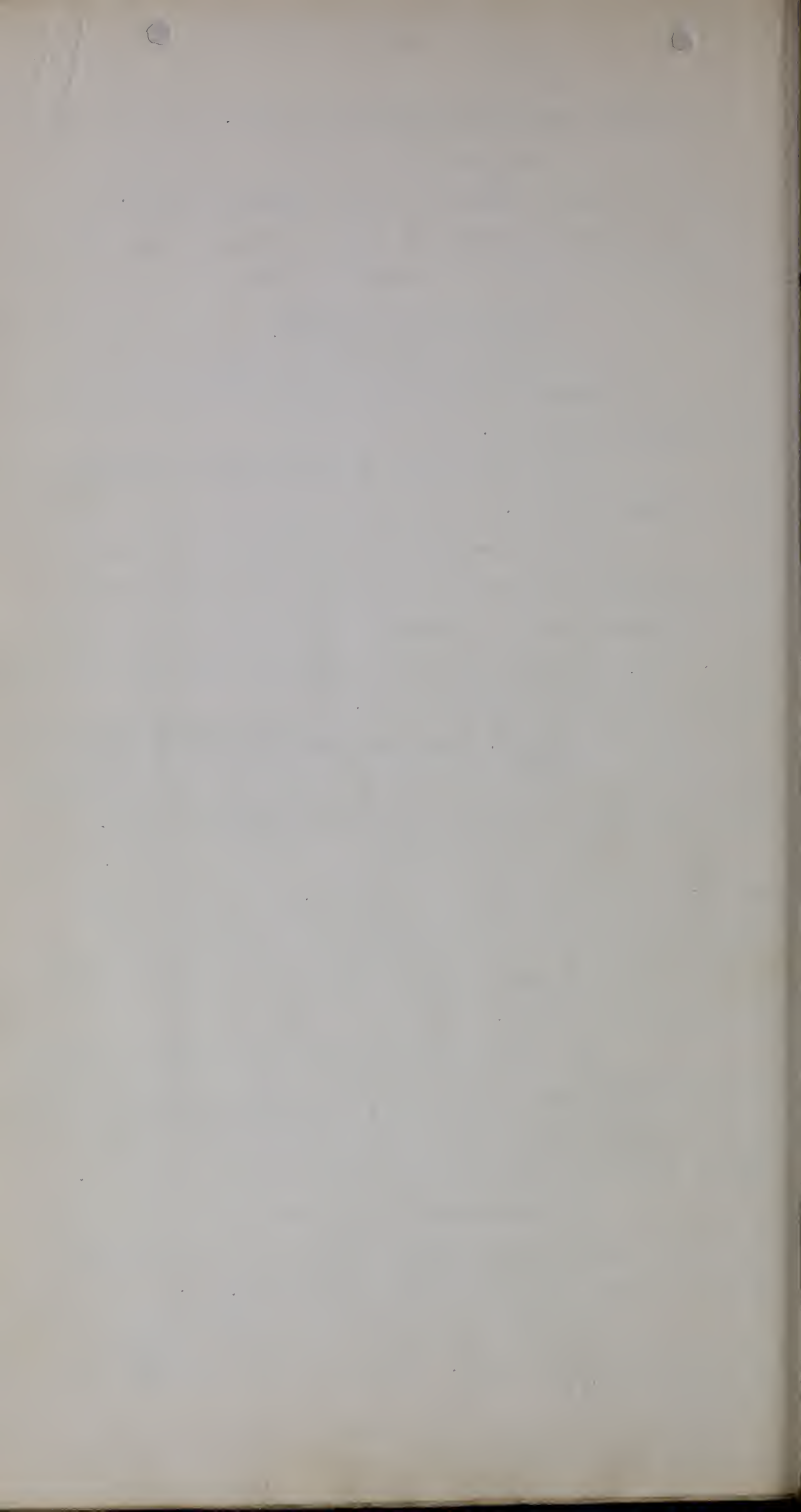
The line of Closing of the North Sea is Hebrides-Faröe-Iceland, and this way of entering is the safest one for shipping to reach their destinations in any of the ports of Northern Europe.

The method of entering the North Sea designated by the British Admiralty involves serious dangers due to a long voyage through waters where an active naval campaign is in progress and where great numbers of mines have been planted for the defense and offense.

The voyage ordered followed is through the English Channel to Dover and thence under British pilotage along the East coast of England back of the protective mine fields to Farn Island (near the Scotch border) thence to Cape Lindisnaus.

The reason given by the Admiralty as being the safer course owing to German mine laying in the Northern part of the North Sea is of course not the true one.

The German High Sea Fleet is in the vicinity of the Jade and the Kiel Canal. Extensive preparations are going





on in the Kiel Canal and it remains closed to shipping.

To show the care that is taken of it:-

A Roumanian oil steamer lying at Geestemünde (mouth of the Weser) was transferred to the American flag. Her owners wishing to avoid the dangers of mines in the Southern part of the North Sea, asked that she might be taken through the Kiel Canal so she could go out by the Kattegat and the Norwegian coast ( this was a few days before the British closing of the North Sea)

The German government agreed to take the ship through the Canal, but she must be empty and her officers and crew taken off. The ship would be taken through by a Naval crew. I believe there were three reasons for this, although none were given.

1. To avoid having the force and preparations in the Kiel Canal observed.
2. To avoid all danger of hidden explosives, timed to go off and block the Canal by sinking the ship.
3. To avoid misshandling, accidental or deliberate, on the part of the ship's personnel which might block the Canal.

The large cruiser "YORCK" was <sup>accidentally</sup> sunk in the Jade and a minelaying expedition to the English coast near Yarmouth resulted in the loss of the English submarine " D 5 " and damages to other vessels ( Z-347).

#### BALTIC.

So far as known no changes have occurred in the Baltic since my last report.

#### BLACK SEA AND LEVANT.

The balance of naval power in the Black Sea was turned in favor of Turkey by the acquisition of the German battle cruiser "GOEBEN" which far outclasses in power any other ship in that sea. Owing to the German personnel in the Turkish fleet, it is probable that naval





operations will continue to favor the Turks. The Russians, however, have submarines, and are still taking the sea in their ships and a decisive action has not yet been held.

The bombardment of the Dardanelles forts did not affect the situation. The Dardanelles are protected by extensive mine fields of the type "Carbonit Trotyl", and these mine fields must be removed before the allied fleet can enter.

Cyprus has been annexed by England.

The line of the Suez Canal is being heavily fortified and a large force are being collected along its line. In the German opinion a Turkish campaign is practicable and to be expected ~~To~~ attempt to control the Canal and to invade Egypt.

#### OUTLYING STATIONS.

The city of Berlin is decorated to-day in honor of the German naval victory off Chile. Official information is too meagre to fully judge the circumstances of this action.

The "EMDEN" after disposing of the Russian "SEMTSCHUG" and a French destroyer, is still at large. I am given to understand that she used very little ammunition in this action. That could hardly be the case in the action of the Count von Spee's squadron off Chile which lasted over an hour and was conducted in a rough sea.

#### THE WESTERN ARMIES.

Fighting has been prolonged and bitter with very great losses along the front of the Western armies, especially on the right wing. No decision of the battle has been achieved so far.





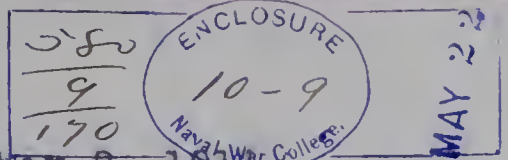
THE EASTERN ARMIES.

Very little news has been given out as to this situation, but apparently the German armies in Poland have been driven back from the neighborhood of Warsaw and followed up nearly to the German border where it now occupies a strong position and re-inforcements are being sent to it.





WEEKLY POLITICAL SUMMARY



Translation: BERLINER TAGEBLATT, November 8, 1914.

The Sea Battle off the Chilean Coast -- Attack on Yarmouth --  
Steady Advance in the West -- The Participation of Turkey --  
War and Peaceful People -- Necessary Reprisals.

-----PAUL MICHAELIS.

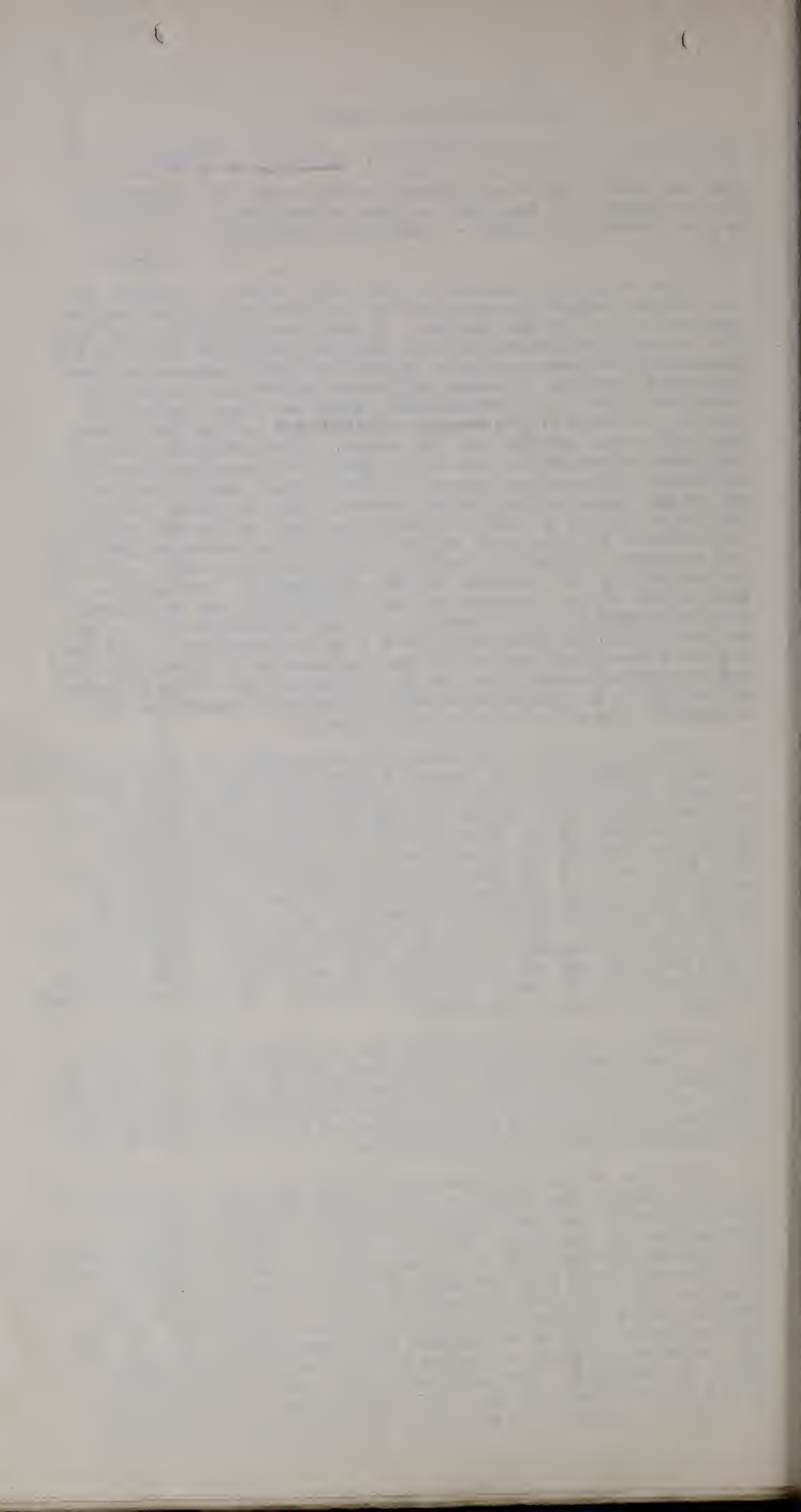
The brilliant success of our East Asiatic squadron off the Chilean coast has awakened a justifiable joy and satisfaction in the German people. If one could believe not only the boastful statements of the English press but also of the Admiralty then our cruisers in the far seas would have been destroyed because of their injurious effect on the enemies' commerce. Let it be stated that they have been hunted by seventy warships. The Commander of our squadron has turned the tables and sought out the enemy. The assembling of our available strength at the right place at the right time shows an astonishing accomplishment. Strategical skill is to be at the right place at the right moment. Our opponents were at the least equal, if not slightly superior to our own squadron. It betokens an important superiority of the Germany navy over the supposed invincible English fleet that our ships succeeded in destroying the armored cruiser "MONMOUTH", in making a useless wreck of the armored cruiser "GOODHOPE" and in causing the internment of the "GLASGOW" for the remainder of the war, our own ships escaping uninjured from the conflict. Not only has this sea fight made a marked impression on South America and the other neutral states in the world, but it has lessened England's maritime supremacy. They must recognize that our ships are not afraid to meet them.

Yes, even more, the attack of our large and small cruisers on the English coast at Yarmouth shows that our fleet dared to brave the Lion in his lair. Since time immemorial, no enemies' shots have landed on English soil. The German ships have attempted it and they met only a few inconsequential ships, no determined opposition. The impression produced by this bold raid is increased by the fact that a British submarine hit a mine and sank while the German cruisers navigated the English minefields freely. It is to be regretted that our cruiser "YORK" had to be sunk in a home harbor. Altho it is not our custom to conceal such accidents, still they prove nothing against the ability of our navy as shown by the rich successes of these previous actions. We have every reason to hope for further successes.

With the same satisfaction can we follow the battles on land. Every week brings us progress in the West. Individual successes appear so small in an undertaking of such magnitude that we must always become stronger and it will without doubt eventually lead to the annihilation of and our breaking thru the enemies' line of fortifications.

Of more and more importance is Turkey's participation in the war against the power of the Triple Entente. Up to the last moment France and England sought to entice Turkey, by persuasion and pressure, to their side. Turkey remained firm and handed passports to the ambassadors of the opposing Powers. Coincidentally with the breaking off of diplomatic relations came the first clashes on land and sea. A portion of the Russian fleet in the Black Sea is already destroyed. On the Russo-Turkish border skirmishes have resulted in victory for the Turks and a great campaign of the Turkish army against Egypt is underway. One must naturally await developments from this new seat of war, but the dangerous possibilities of Turkey's participation cannot be discounted in England.







If the Turkish army should succeed in closing the Suez Canal, then the chief artery of England's commerce with India and the far east is gone. Of no little importance is the Mohammedan unrest in the Asiatic territories controlled by England and Russia. In Persia they are already at work to throw off the Russian yoke and Afghanistan is restless.

What always necessarily results from waging war one must accept as part of the bargain, even if one deplores the loss of life and the destruction of property which falls to one's share. It is somewhat different in a battle against a peaceful people. It is against the German conception that the civil people should participate in war or that they should suffer unnecessarily from it. Unfortunately our opponents have proceeded otherwise. The Franktireur warfare with its frightful consequences could not be eliminated in recent times and especially has the English Government organized a campaign against the peaceful Germans and Austrians on English soil. The German Government has long hesitated before they concluded to reply with like measures against the English retained in Germany as prisoners of war. To the declaration of the German Government that the English in Germany would be imprisoned, in case our kinsmen were not released out of English prisons by the 5th of November, no answer has been forthcoming from the English side. Nothing else remained to be done but to imprison the English men between seventeen and fifty-five years of age. These unfortunate Englishmen, for whom we have a hearty sympathy, must blame the pride of the English Government.





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8(2)

WEEKLY POLITICAL SUMMARY

THE SEAFIGHT OFF THE CHILEAN COAST - ATTACK UPON YARMOUTH -  
STEADY PROGRESS IN THE WEST - TURKEY'S JOINING  
IN - WAR AND PEACEABLE INHABITANTS -  
NECESSARY RETALIATION.

NAVAL WAR COLLEGE,  
RECEIVED  
FEB 23 1915

By Paul Michaelis.

Translation from Berliner-Tageblatt of Sunday, November 8, 1914.

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The brilliant success of our EAST ASIATIC SQUADRON off the Chilean coast has awakened among the German people a well justified rejoicing and satisfaction. If one would believe the boastful claims, not alone of the English press, but of the English Admiralty also, no matter how grievous might be the damage our cruisers in the distant seas wrought to the enemy's commerce, they were consecrated to destruction. It was reported, though, that they were pursued by seventy men of war. Now the commander of our squadron in the Pacific Ocean, Count von Spee, turned the tables and hunted out the enemy. Merely the concentrating of the necessary force at the right time at the desired point constitutes a marvelous accomplishment; for after all the art of strategy is to be on the spot at the decisive moment. Notwithstanding, the enemy of our squadron was at least equal, if not a little superior. That our ships succeeded in destroying the "MONMOUTH", reducing the "GOOD HOPE" to a helpless wreck, and putting the cruiser "GLASGOW", which barely escaped, out of condition for further service in the war, while the German ships came out of the fight unscathed, signifies wonderful superiority in the German capacity for war on the sea over the apparently invincible English fleet. Not only will the impression produced by this sea-fight be lasting in South America and beyond, throughout the entire neutral world, but the English too may now have some fear for their maritime divinity. They must admit that our vessels of war are not afraid of a meeting with the English fleet.

Yet again, the attack of our large and small cruisers on the English coast near Yarmouth has shown that our fleet dares even the lion's den. Not since time immemorial have hostile shot fallen upon English soil. The German ships made the attempt and they found only our ships of little value, but no serious resistance. The impression of this bold stroke was deepened by an English submarine running upon mine and being blown up, while the German cruiser avoided the English mine obstructions. All the more regrettable is it, we must boldly confess, that the German cruiser YORK was sunk in a home harbor. But it would conform so little to our custom to conceal such accidents, they demonstrate not the least thing against the efficiency of our war fleet, already proved by successful actions. We have every reason to hope for further success.

With the same confidence one may follow the fighting on land. Every week takes us a little forward in the West. However little the individual successes may seem inside the wide compass of the great problem, they must yet be and every more strongly remarkable, and there is no reason for the slightest doubt that they will lead in the end to shattering and breaking through the enemy's defense line.

The joining of Turkey in the fight against the Powers of the Triple Alliance may count for more and more. Up to the last moment France and England sought by promises and threatenings to entice Turkey into their arms; but in vain. Turkey stood firm, and the



UNITED STATES DEPARTMENT OF AGRICULTURE

REPORT OF THE COMMISSIONER OF THE GENERAL LAND OFFICE  
FOR THE YEAR 1902  
IN RESPONSE TO A RESOLUTION OF THE HOUSE OF REPRESENTATIVES  
PASSED MAY 12, 1901

BY THE COMMISSIONER

WASHINGTON: GOVERNMENT PRINTING OFFICE: 1903.

THE COMMISSIONER OF THE GENERAL LAND OFFICE

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and gave the Ambassadors of the opposing Powers their passports. At the same time of breaking off diplomatic relations, the first encounters took place, both by sea and land. A part of the Russian fleet in the Black Sea is already destroyed. On the Russo-Turkish border skirmishes have taken place, in which the Turkish troops were successful; and a great action of the Turkish Army against Egypt is in progress. One must of course wait a while for decisive events in these new theatres of war; but as to the dangerous possibilities of Turkey's joining in the war they do not in England appear to indulge themselves in any deception. Should the Turkish Army succeed in blocking the Suez Canal, it would bind the <sup>main</sup> artery of English traffic with India and East Asia. And no less does the Islamic movement in the Asiatic districts controlled by England and Russia threaten to make itself felt. In Persia they are already at work to throw off the Russian yoke, and Afghanistan also is stirring.

Whatever is necessarily connected with the purposes of war one will always accept into account, even when one deploras that thereby much blood will flow and great values <sup>come</sup> to destruction. It is somewhat different with fighting against the peaceable population. It is absolutely opposed to the German conception equally that the civil population take part in the war as that they shall be injured without necessity. Unfortunately our opponents chose in this a different procedure. The Franc-tireur warfare with its fearful consequences could not be wholly shut even at the latest time; and so the English Government especially has organized a campaign against the peaceable Germans and Austrians on English soil. The German Empire has long delayed before resolving upon retaliating measures for the treatment of the Germans detained in England as prisoners of war. But the declaration of the German Government, that the arms-capable English in Germany would be imprisoned if our subjects should not be released from confinement by November fifth, has not been vouchsafed a reply on the part of the English. Nothing remains then now but to confine all the English men between seventeen and fifty-five years. These non-participating English, with whom we heartily sympathize, must suffer for the "obdurate pride" of the English Government.



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TREATY SERIES. 1915.

No. 2.

## CONVENTION

BETWEEN

THE UNITED KINGDOM AND  
FRANCE

RELATING TO

PRIZES CAPTURED DURING THE  
PRESENT EUROPEAN WAR.

Signed at London, November 9, 1914.

[*Ratifications exchanged December 21, 1914.*]

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*Presented to both Houses of Parliament by Command of His Majesty.  
January 1915.*

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*[Ratifications exchanged December 21, 1914.]*

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HIS Majesty the King of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, Emperor of India, and the President of the French Republic, being desirous to determine the jurisdiction to which the adjudication of joint captures which may be made during the course of the present war by the naval forces of the allied countries shall belong, or of captures which may be made of merchant vessels belonging to nationals of one of the countries by the cruisers of the other; and being desirous to regulate at the same time the mode of distribution of the proceeds of joint captures, have named as their Plenipotentiaries for that purpose, that is to say:

HIS Majesty the King of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, Emperor of India: The Right Honourable Sir Edward Grey, a Baronet of the United Kingdom, a Member of Parliament, His Majesty's Principal Secretary of State for Foreign Affairs; and

The President of the French Republic: His Excellency M. Paul

SA Majesté le Roi du Royaume-Uni de Grande-Bretagne et d'Irlande et des Territoires britanniques au delà des Mers, Empereur des Indes, et le Président de la République française, voulant déterminer la juridiction à laquelle devra appartenir le jugement des prises qui, dans le cours de la guerre actuelle, pourront être opérées par les forces navales des pays alliés, ou des prises qui pourront être faites sur des navires marchands appartenant aux nationaux de l'un des pays par les croiseurs de l'autre et voulant régler en même temps le mode de répartition des produits des prises effectuées en commun, ont nommé pour leurs Plénipotentiaires à cet effet, savoir:

Sa Majesté le Roi de Grande-Bretagne et d'Irlande et des Territoires britanniques au delà des Mers, Empereur des Indes: Le Très Honorable Sir Edward Grey, Baronnet du Royaume-Uni, Membre du Parlement, Principal Secrétaire d'État de Sa Majesté au Département des Affaires Étrangères; et

Le Président de la République française: Son Excellence M. Paul



Cambon, Ambassador of the French Republic at London;

Who, having reciprocally communicated their full powers, found in good and due form, have agreed upon the following Articles:—

#### ARTICLE 1.

The adjudication of neutral or enemy prizes shall belong to the jurisdiction of the country of the capturing vessel, without distinguishing whether that vessel was placed under the orders of the naval authorities of one or other of the allied countries.

#### ARTICLE 2.

In case of the capture of a merchant vessel of one of the allied countries, the adjudication of such capture shall always belong to the jurisdiction of the country of the captured vessel. In such case the cargo shall be dealt with, as to the jurisdiction, in the same manner as the vessel.

When a merchant vessel of one of the allied countries, whose original destination was an enemy port, and which is carrying an enemy or neutral cargo liable to capture, has entered a port of one of the allied countries, the prize jurisdiction of that country is competent to pronounce the condemnation of the cargo. In such case the value of the goods, after deducting the necessary expenses, shall be placed to the credit of the Government of the allied country whose flag the merchant vessel flies.

#### ARTICLE 3.

When a joint capture shall be made by the naval forces of the

Cambon, Ambassadeur de France à Londres;

Lesquels, après s'être communiqué leurs pleins pouvoirs, trouvés en bonne et due forme, sont convenus des Articles suivants:

#### ARTICLE 1<sup>er</sup>.

Le jugement des prises ennemies ou neutres appartiendra à la juridiction du pays du bâtiment capteur, sans qu'il y ait à distinguer selon que celui-ci était placé sous les ordres des autorités navales de l'un ou de l'autre des pays alliés.

#### ARTICLE 2.

En cas de capture d'un bâtiment de la marine marchande de l'un des pays alliés, le jugement en appartiendra toujours à la juridiction du pays du bâtiment capturé; la cargaison suivra, en ce cas, quant à la juridiction, le sort du bâtiment.

Lorsqu'un navire de commerce allié, originairement destiné à un port ennemi, et portant une cargaison ennemie ou neutre sujette à capture, est entré dans le port d'un des pays alliés, la juridiction des prises de ce pays est compétente pour en prononcer la condamnation. En ce cas la valeur des marchandises, déduction faite des dépenses nécessaires, sera placée au crédit du Gouvernement du pays allié, sous le pavillon duquel le navire de commerce naviguait.

#### ARTICLE 3.

Lorsqu'une prise sera faite en commun par les forces navales

allied countries, the adjudication thereof shall belong to the jurisdiction of the country whose flag shall have been borne by the officer having the superior command in the action.

## ARTICLE 4.

When a capture shall be made by a cruiser of one of the allied nations in the presence and in the sight of a cruiser of the other, such cruiser having thus contributed to the intimidation of the enemy and encouragement of the captor, the adjudication thereof shall belong to the jurisdiction of the actual captor.

## ARTICLE 5.

In case of condemnation under the circumstances described in the preceding Articles :

1. If the capture shall have been made by vessels of the allied nations whilst acting in conjunction, the net proceeds of the prize, after deducting the necessary expenses, shall be divided into as many shares as there were men on board the capturing vessels, without reference to rank, and the shares of each ally as so ascertained shall be paid and delivered to such person as may be duly authorised on behalf of the allied Government to receive the same; and the allocation of the amount belonging to each vessel shall be made by each Government according to the laws and regulations of the country.

2. If the capture shall have been made by cruisers of one of the allied nations in the presence and in sight of a cruiser of the other, the division, the payment, and the allocation of the net

des pays alliés, le jugement en appartiendra à la juridiction du pays dont le pavillon aura été porté par l'officier qui aura eu le commandement supérieur dans l'action.

## ARTICLE 4.

Lorsqu'une prise sera faite par un croiseur de l'une des nations alliées en présence et en vue d'un croiseur de l'autre, qui aura ainsi contribué à intimider l'ennemi et à encourager le capteur, le jugement en appartiendra à la juridiction du capteur effectif.

## ARTICLE 5.

En cas de condamnation dans les circonstances prévues par les Articles précédents :

1. Si la capture a été faite par des bâtiments des nations alliées agissant en commun, le produit net de la prise, déduction faite des dépenses nécessaires, sera divisé en autant de parts qu'il y aura d'hommes embarqués sur les bâtiments capteurs, sans tenir compte des grades, et les parts revenant ainsi à chacune des nations alliées seront payées et délivrées à la personne qui sera dûment autorisée par le Gouvernement allié à les recevoir; et la répartition des sommes revenant aux bâtiments respectifs sera faite par les soins de chaque Gouvernement suivant les lois et les règlements du pays.

2. Si la prise a été faite par les croiseurs de l'une des nations alliées en présence et en vue d'un croiseur de l'autre, le partage, le paiement et la répartition du produit net de la prise, déduction



proceeds of the prize, after deducting the necessary expenses, shall likewise be made in the manner above mentioned.

3. If, in accordance with Article 2, paragraph 1, a capture, made by a cruiser of one of the allied countries, shall have been adjudicated by the Courts of the other, the net proceeds of the prize, after deducting the necessary expenses, shall be made over in the same manner to the Government of the captor, to be distributed according to its laws and regulations.

#### ARTICLE 6.

The commanders of the vessels of war of the allied countries shall, with regard to the sending in and delivering up of prizes, conform to the instructions which are annexed to the present Convention, and which the two Governments reserve to themselves the right to modify by common consent, if it should become necessary.

#### ARTICLE 7.

When, with a view to the execution of the present Convention, it shall become necessary to proceed to the valuation of a captured vessel of war, the calculation shall be according to the real value of the same; and the allied Government shall be entitled to delegate one or more competent officers to assist in the valuation. In case of disagreement, it shall be decided by lot which officer shall have the casting voice.

#### ARTICLE 8.

The present Convention shall be ratified, and the ratifications  
[51]

faite des dépenses nécessaires, auront lieu également de la manière indiquée ci-dessus.

3. Si, conformément à l'Article 2, alinéa 1, la prise, faite par un croiseur de l'un des pays alliés, a été jugée par les Tribunaux de l'autre, le produit net de la prise, déduction faite des dépenses nécessaires, sera remis de la même manière au Gouvernement du capteur, pour être distribué conformément à ses lois et règlements.

#### ARTICLE 6.

Les commandants des bâtiments de guerre des pays alliés se conformeront, pour la conduite et la remise des prises, aux instructions jointes à la présente Convention, et que les deux Gouvernements se réservent de modifier, s'il y a lieu, d'un commun accord.

#### ARTICLE 7.

Lorsque, pour l'exécution de la présente Convention, il y aura lieu de procéder à l'estimation d'un bâtiment de guerre capturé, cette estimation portera sur sa valeur effective; et le Gouvernement allié aura la faculté de déléguer un ou plusieurs officiers compétents pour concourir à l'estimation. En cas de désaccord, le sort décidera quel officier devra avoir la voix prépondérante.

#### ARTICLE 8.

La présente Convention sera ratifiée, et les ratifications en

shall be exchanged in London as soon as possible.

seront échangées à Londres aussitôt que faire se pourra.

## ARTICLE 9.

The non-signatory allied Powers shall be invited to accede to the present Convention.

A Power which desires to accede shall notify its intention in writing to the Government of His Britannic Majesty, who shall immediately forward to the Government of the French Republic a duly certified copy of the notification.

In witness whereof the respective Plenipotentiaries have signed the present Convention, and have affixed thereto the seals of their arms.

Done at London, in duplicate, the 9th day of November, 1914.

(L.S.) E. GREY.

(L.S.) PAUL CAMBON.

## ARTICLE 9.

Les Puissances alliées non signataires seront invitées à adhérer à la présente Convention.

La Puissance qui désirera adhérer notifiera par écrit son intention au Gouvernement de Sa Majesté britannique, lequel transmettra immédiatement au Gouvernement de la République française une copie certifiée conforme de cette notification.

En foi de quoi les Plénipotentiaires respectifs ont signé la présente Convention, et y ont apposé le cachet de leurs armes.

Fait à Londres, en double exemplaire, le 9 novembre, 1914.

## ANNEX.

*Instructions to the Commanders of Ships of War of His Majesty the King of the United Kingdom of Great Britain and Ireland and of the French Republic.*

You will find enclosed a copy of a Convention which was signed on the 9th November, 1914, between His Majesty the King of the United Kingdom of Great Britain and Ireland and the President of the French Republic, regulating the jurisdiction to which shall belong the adjudication of the captures made by the

## ANNEXE.

*Instructions pour les Commandants des Bâtiments de Guerre de Sa Majesté le Roi du Royaume-Uni de Grande-Bretagne et d'Irlande et de la République française.*

Vous trouverez ci-joint copie d'une Convention signée le 9 novembre, 1914, entre Sa Majesté le Roi du Royaume-Uni de Grande-Bretagne et d'Irlande et le Président de la République française, pour régler la juridiction à laquelle devra appartenir le jugement des prises opérées par les forces navales alliées, ou



allied naval forces, or of the captures of merchant vessels belonging to the nationals of either of the two countries which shall be made by the cruisers of the other, as likewise the mode of distribution of the proceeds of such joint captures.

In order to ensure the execution of this Convention, you will conform yourself to the following instructions :—

#### ARTICLE 1.

Whenever, in consequence of a joint action, you are required to draw up the report or *procès-verbal* of a capture, you will take care to specify, with exactness, the names of the ships of war present during the action, as well as the names of their commanding officers, and, as far as possible, the number of men embarked on board those ships at the commencement of the action, without distinction of rank.

You will deliver a copy of that report or *procès-verbal* to the officer of the allied Power who shall have had the superior command during the action, and you will conform yourself to the instructions of that officer, as far as relates to the measures to be taken for the conduct and the adjudication of the joint captures so made under his command.

If the action has been commanded by an officer of your nation, you will conform yourself to the regulations of your own country, and you will confine yourself to handing over to the highest officer in rank of the allied Power who was present during the action, a certified copy of the report or of the *procès-verbal* which you shall have drawn up.

faites sur des navires marchands appartenant aux nationaux de l'un des deux États par les croiseurs de l'autre, ainsi que le mode de répartition du produit des prises effectuées en commun.

Pour assurer l'exécution de cette Convention, vous aurez à vous conformer aux instructions suivantes :

#### ARTICLE 1<sup>er</sup>.

Lorsque, par suite d'une action commune, vous serez dans le cas de rédiger le rapport ou le *procès-verbal* d'une capture, vous aurez soin d'indiquer avec exactitude les noms des bâtiments de guerre présents à l'action, ainsi que de leurs commandants, et, autant que possible, le nombre d'hommes embarqués à bord de ces bâtiments au commencement de l'action, sans distinction de grades.

Vous remettrez une copie de ce rapport ou *procès-verbal* à l'officier de la Puissance alliée qui aura eu le commandement supérieur dans l'action, et vous vous conformerez aux instructions de cet officier en ce qui concerne les mesures à prendre pour la conduite et le jugement des prises ainsi faites en commun sous son commandement.

Si l'action a été commandée par un officier de votre nation, vous vous conformerez aux règlements de votre propre pays, et vous vous bornerez à remettre à l'officier le plus élevé en grade de la Puissance alliée, présent à l'action, une copie certifiée du rapport ou du *procès-verbal* que vous aurez rédigé.

## ARTICLE 2.

When you shall have effected a capture in presence and in sight of an allied ship of war, you will mention exactly, in the report which you will draw up when the capture is a ship of war, and in the report or *procès-verbal* of the capture when the prize is a merchant vessel, the number of men on board your ship at the commencement of the action, without distinction of rank, as well as the name of the allied ship of war which was in sight, and, if possible, the number of men embarked on board that ship, likewise without distinction of rank. You will deliver a certified copy of your report, or *procès-verbal*, to the commander of that ship.

## ARTICLE 3.

Whenever, in the case of a violation of a blockade, of the transport of contraband articles, of land or sea troops of the enemy, or of official despatches from or for the enemy, you will find yourself under the necessity of stopping and seizing a merchant vessel of the allied nation, you will take care—

1. To draw up a report (or *procès-verbal*), stating the place, the date, and the motive of the arrest, the name of the vessel, that of the captain, the number of the crew; and containing besides an exact description of the state of the vessel and her cargo;

2. To collect and place in a sealed packet, after having made an inventory of them, all the ship's papers, such as registers, passports, charter-parties, bills of lading, invoices, and other docu-

## ARTICLE 2.

Lorsque vous aurez effectué une capture en présence et en vue d'un bâtiment de guerre allié, vous mentionnerez exactement dans le rapport que vous rédigerez, s'il s'agit d'un bâtiment de guerre, et dans le *procès-verbal* de capture, s'il s'agit d'un bâtiment de commerce, le nombre d'hommes que vous aviez à bord au commencement de l'action, sans distinction de grade, ainsi que le nom du bâtiment de guerre allié qui se trouvait en vue, et, s'il est possible, le nombre d'hommes embarqués à bord, également sans distinction de grades. Vous remettrez une copie certifiée de votre rapport ou *procès-verbal* au commandant de ce bâtiment.

## ARTICLE 3.

Lorsqu'en cas de violation de blocus, de transport d'objets de contrebande, de troupes de terre ou de mer ennemies, ou de dépêches officielles de ou pour l'ennemi, vous serez dans le cas d'arrêter et saisir un bâtiment de la marine marchande du pays allié, vous devrez :

1. Rédiger un *procès-verbal*, énonçant le lieu, la date et le motif de l'arrestation, le nom du bâtiment, celui du capitaine, le nombre des hommes de l'équipage; et contenant en outre la description exacte de l'état du navire et de sa cargaison;

2. Réunir en un paquet cacheté après en avoir fait l'inventaire tous les papiers de bord, tels que : actes de nationalité ou de propriété, passeports, charte-parties, connaissements, factures et autres



ments calculated to prove the nature and the ownership of the vessel and of her cargo ;

3. To place seals upon the hatches ;

4. To place on board an officer, with such number of men as you may deem advisable, to take charge of the vessel, and to ensure its safe conduct ;

5. To send the vessel to the nearest port belonging to the Power whose flag it carried ;

6. To deliver up the vessel to the authorities of the port to which you shall have taken her, together with a duplicate of the report (or *procès-verbal*), and of the inventory above mentioned, and with the sealed packet containing the ship's papers.

documents propres à constater la nature et la propriété du bâtiment et de la cargaison ;

3. Mettre les scellés sur les écoutilles ;

4. Placer à bord un officier, avec tel nombre d'hommes que vous jugerez convenable, pour prendre le bâtiment en charge, et en assurer la conduite ;

5. Envoyer le bâtiment au port le plus voisin de la Puissance dont il portait le pavillon ;

6. Faire remettre le bâtiment aux autorités du port où vous l'aurez fait conduire, avec une expédition du procès-verbal et de l'inventaire ci-dessus mentionnés, et avec le paquet cacheté, contenant les papiers de bord.

#### ARTICLE 4.

The officer who conducts the captured vessel will procure a receipt proving his having delivered her up, as well as his having delivered the sealed packet and the duplicate of the report (or *procès-verbal*) and of the inventory above mentioned.

#### ARTICLE 4.

L'officier conducteur d'un bâtiment capturé se fera délivrer un reçu constatant la remise qu'il en aura faite, ainsi que la délivrance qu'il aura faite du paquet cacheté et de l'expédition du procès-verbal et de l'inventaire ci-dessus mentionnés.

#### ARTICLE 5.

In case of distress, if the captured vessel is not in a fit state to continue its voyage, or in case the distance should be too great, the officer charged to conduct to a port of the allied Power a prize made on the merchant service of that Power, may enter a port of his own country, and he will deliver his prize to the local authority without prejudice to the ulterior measures to be taken for the adjudication of the prize. He will take care, in that case, that the report or

#### ARTICLE 5.

En cas de détresse, si le bâtiment capturé est hors d'état de continuer sa route, ou en cas de trop grand éloignement, l'officier chargé de conduire dans un port de la Puissance alliée une prise faite sur la marine marchande de cette Puissance, pourra entrer dans un port de son propre pays, et il remettra sa prise à l'autorité locale, sans préjudice des mesures ultérieures à prendre pour le jugement de la prise. Il veillera, dans ce cas, à ce que le rapport ou procès-verbal et l'inventaire

*procès-verbal*, and the inventory which he shall have drawn up, as well as the sealed packet containing the ship's papers, be sent exactly to the proper Court of Adjudication.

qu'il aura rédigés, ainsi que le paquet cacheté contenant les papiers de bord, soient envoyés exactement à la juridiction chargée du jugement.

E. GREY.

PAUL CAMBON.

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*Should not be returned.*

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*SUBJECT* ROUMANIA AND ITS RELATION TO THE WAR.

*From* **Z** *No.* **355** *Date* **November 9, 1914.**, 191

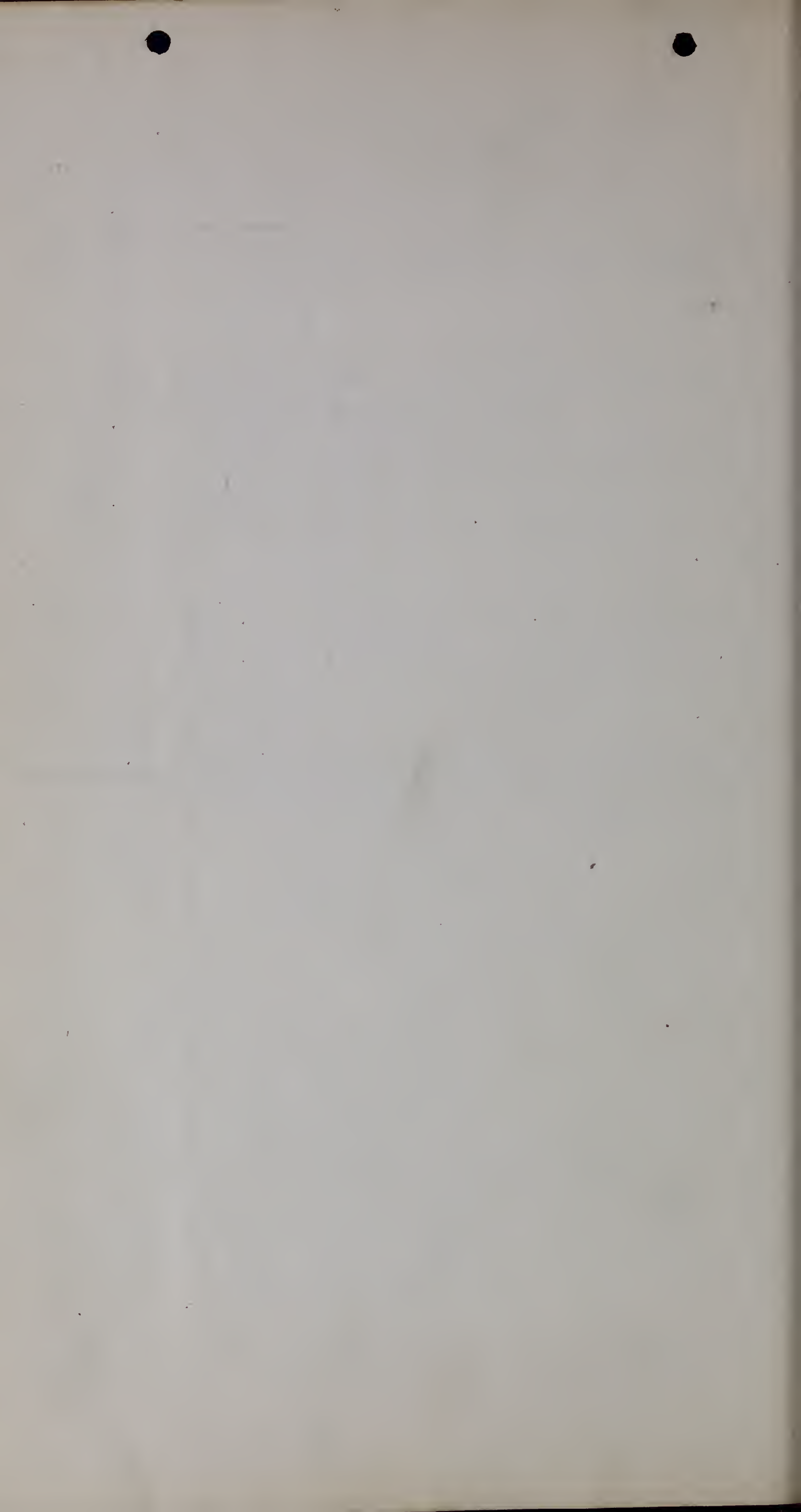
*Replying to O. N. I. No.* ----- *Date* -----, 191

The sympathies of Bulgaria are well known to belong with the German-Austrian cause in the present conflict, the case with Roumania is not so clear but the indications are that Roumania is playing the same game she did in the Balkan War—waiting until matters are more sure before joining sides.

There is no question but that Roumania has been offered by Germany-Austria, as a reward for her assistance, the Russian province lying between the Dnieper and the Pruth, which at one time was Roumanian. On the other hand Roumania has been offered Transylvania by Russia in case she will side with the allies.

Roumania has an excellent army, well organized, equipped and drilled, and the country is rich. She can put into the field some 350,000 men which would mean much at the present time. Up to the time that Turkey went to war, Germany shipped enormous supplies of war material through Roumania to Turkey without which Turkey would not have been in a position to go to war. The nature of these shipments were well known to Roumania and had she not been willing for them to go through, she could have easily have found an excuse to stop them.

During the past year there have been four Roumanian naval officers under instruction with the German fleet.





Nov. 10, 1914. 11

CONFIDENTIAL. (1)

GERMAN SUBMARINE ACTIVITIES.

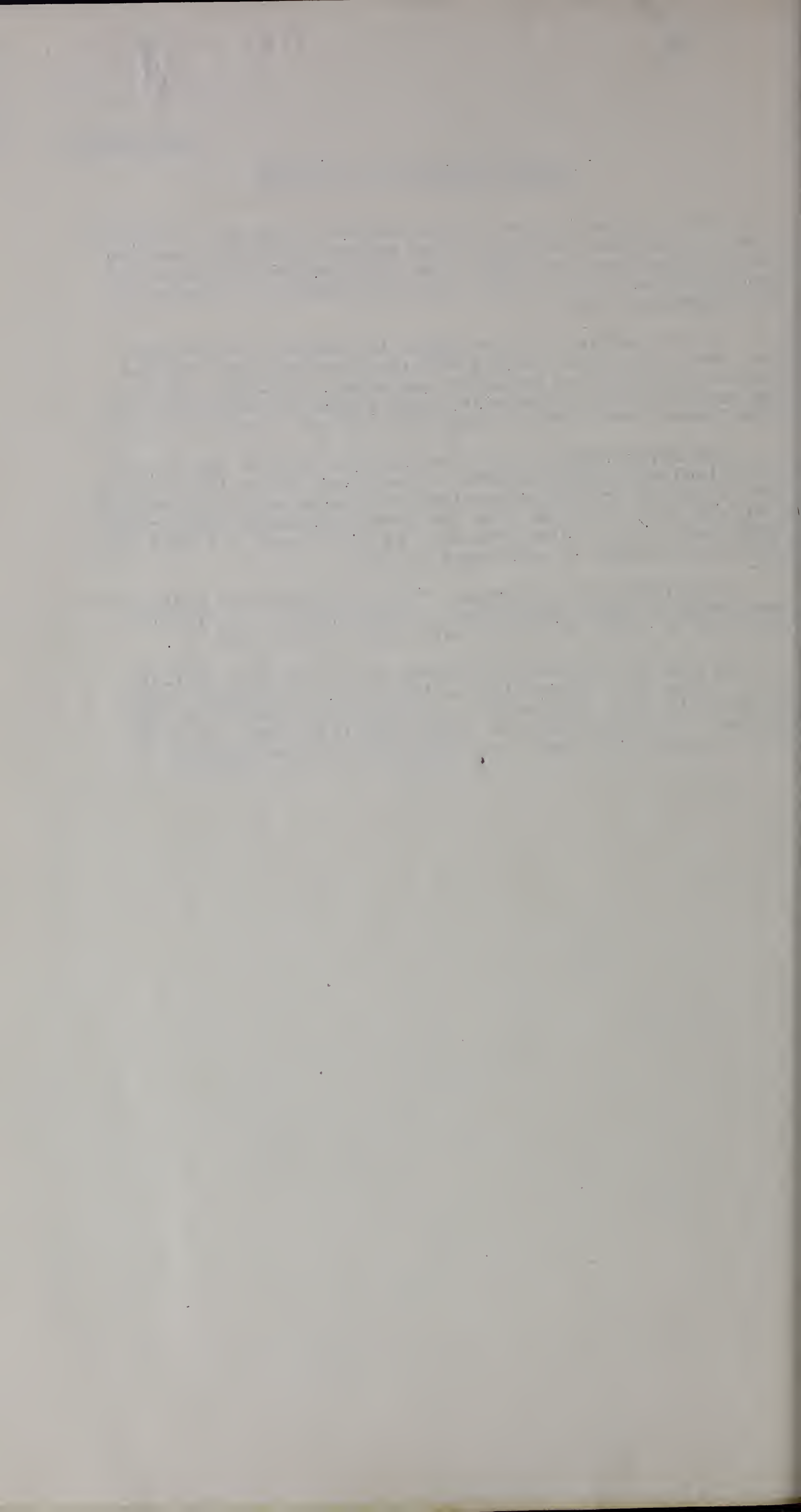
The attached review of the course of the war by Captain Persius, the naval writer, is of general interest, because Captain Persius is in close touch with active officers. Of special value is his common sense statements in regard to the submarine work.

I can confirm his statements in regard to submarine boat work, that the results obtained are through long and arduous cruising and watching and many a boat has put in the greater part of the past three months in strenuous and intelligent work without being able to get a shot (torpedo).

The Reichs-Marine-Amt also told me that at the action off Helgoland of August 28th a great many shots (torpedoes) were fired by British submarines at the German ships without a single hit. In this case the German cruisers and torpedo boats were at all times steaming at high speed and were very difficult targets to intercept or hit.

Practically all successes with the submarine boats have been against ships patrolling, or approaching, or leaving port over a track which was well known to be used.

It has been generally rumored here that the English "D 5" was lost by chasing in the wake of a German cruiser and falling a victim to a floating mine dropped by the cruiser. As officers were saved from this boat, it would be of interest to check this information from England.





## T r a n s l a t i o n .

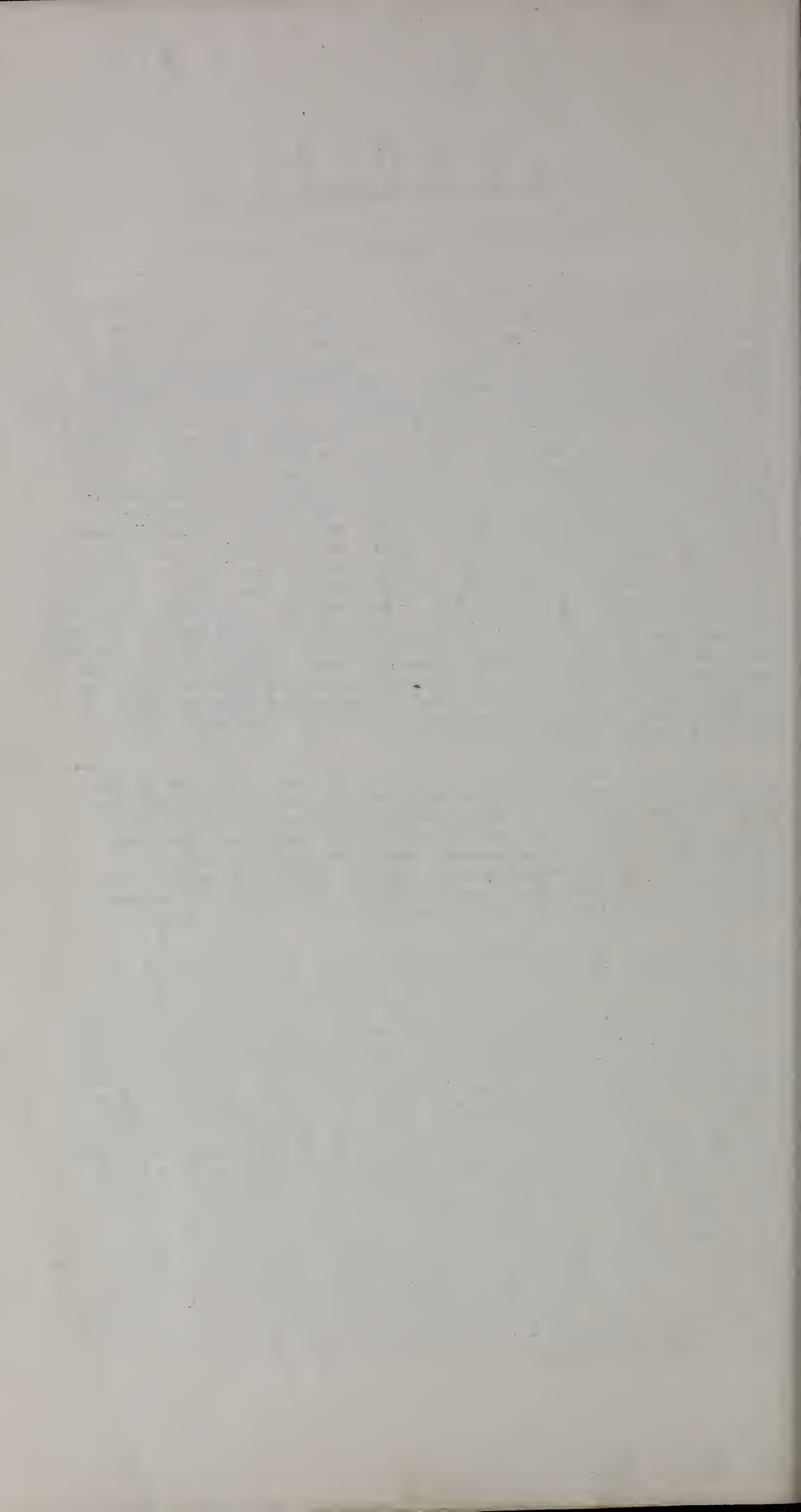
(Berliner Tageblatt, November 10, 1914.)

### THE UNEXPECTED COURSE OF THE NAVAL WAR.

English admirals have always considered it as understood that the British fleet, immediately after the declaration of war, would undertake an attack upon the German squadrons in the North Sea and the Baltic. "Before the declaration of war will have arrived in Berlin, the German fleet will only be an idea which belongs to the past." How often have we heard this bragging sentence? Even if such words were estimated as an effusion of overweening pride, a powerful offensive of the British sea power was expected. At the same time there were a good many in Germany who entertained the belief that our naval forces would at once display a reckless and foolhardy activity. Of course, in earnest circles the opinion prevailed that the tactics of our fleet will have to be adapted to the greatly superior naval forces of our enemy. In the "Berliner Tageblatt" of August 5th, before the beginning of hostilities against England, the following was said:- Whatever the plans of the High Sea Fleet may be, naturally they are not made public. It will either be intended, in saving for the present the battle fleet, to bring about a weakening of the enemy, mostly by torpedo and submarine boat attacks, or an attempt will be made right at the beginning to make a decisive stroke against the British fleet. Under the supposition, of course, that the English would be willing to accept battle, which at least had been doubtful.

It is not necessary to confirm the fact that the crews of our battle ships would have liked to see the British accept battle. But up to the present this has not been the case, and the other procedure mentioned above has been adopted. With all the necessary means available for the "small war", i.e., submarines, torpedo boats and mines, our navy has inflicted great losses to the adversary, to a much larger extent than it was dreamed that it could be possible.

Who would have thought a half a year ago that in a war between nations having the two strongest fleets that their battle fleets could be opposite each other without a fight for three months. According to all signs this condition will last an indefinite time until something unexpected may happen. For in spite of the braggard words of the English Minister of Marine, that he would dig out the German ships from their safe anchoring places, like rats, nothing of the kind has happened. It would be very interesting to find out what procedure Mr. Churchill would employ to carry out his "digging". There is nothing that the German fleet would like to see more than that the English naval forces would venture very close to the rat holes on the Jade and Elbe. However, at Helgoland they look their eyes sore after the British Armada. Cruising in the North Sea seems to be in general too dangerous for the Englishmen, probably on account of their own mines, for as soon as the rats come out of their holes, like it happened on the 4th of this month when they had a good look at the British coast, the seizing hand of the English fleet was wanting. It will take a good deal of patience until the great naval battle is fought, from which a good many would like to hear behind a good warm stove.

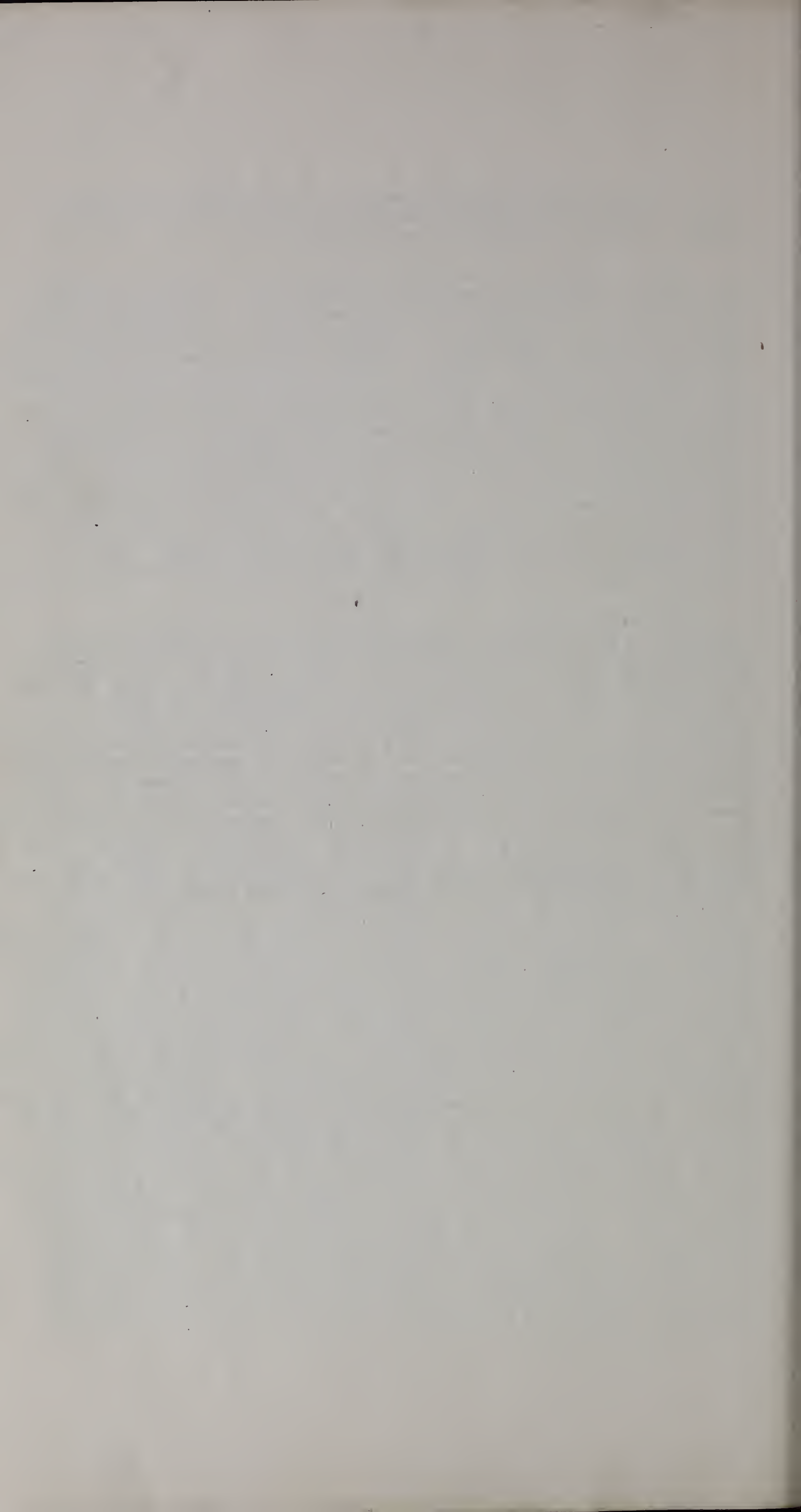




We see at sea the same events as with the operations on land. There also powerful armies are facing each other for weeks, without bringing about a decision.

Many surprises have been sprung not only in strategical, but also in technical matters, in this war. Right at the beginning the mine danger was illustrated by a successful planting of mines by the steamer "Koenigin Luise" which claimed the English cruiser "Amphion" as victim. During the past three months the mine has played a sinister role. On the 4th of this month an English submarine of the "D" class was destroyed by a mine, which was thrown out by one of the cruisers which had advanced as far as the English coast at Yarmouth. Innumerable merchant ships, which took their course through the mine "infected" North Sea, had to pay their rashness with their lives. The effective activity of mine laying ships were well known from the Russo-Japanese War. But the present extent of the use of mines has not been divined before the outbreak of the present war. Especially not considering the neutral trade. For it would have caused the nations to bring about more definite international regulations regarding the use of mines.

Aside from mines, it is the submarine which claims our interest. The opinions regarding the work of submarine craft were, until a short time ago, very much divided. The enthusiastic defenders of the most modern weapon, were opposed by those who cling to the old way and are not accessible to modern innovations. Not only in Germany was the opinion divided, even in England where for instance Admiral Scott, when he praised the importance of the submarine, to be sure, in somewhat extravagant form, found very little approval among his own followers. The proof of the value of the submarine has now been furnished by the deed of submarine "U 9" and also by her sisters "U 21" and "U 26" in a most striking way. Nevertheless the remark, already noted in the "Berliner Tageblatt" of the 23rd of September, that the chances of submarines should not be overestimated, and that they are not a universal remedy with which all the dreadnaughts of our adversary can be laid at the bottom of the seas, is again inserted. We generally hear only of successes of the boats. The layman believes generally, that as soon as a submarine starts on a raid, she brought rapidly several good aiming objects before her launching tubes and finished them with a few hits. He never hears anything of the many hours and days passed in watching and waiting, he has no idea how seldom a chance offers itself for a successful shot, how many submarines are continually on the alert and never able to fire a shot. As an example, the fight of Helgoland of August 28th may be mentioned. According to official reports of the English commanders published in the press, relating to the activity of the individual ships and smaller craft in this fight, and also at other actions, not less than nine British submarines took part, namely: "D 1", "D 2", "D 3", "D 5", "E 4", "E 5", "E 6", "E 7", "E 9". These reports tell of a good many dangerous situations in which these boats found themselves occasionally. Thus on the 25th of September, "E 6" got on to a German mine. The boat succeeded however to free herself from the anchor fittings without exploding the mine. The successes of the English submarines are limited to "E 9" which destroyed our small cruiser "HELA" on September 13th, six miles south of Helgoland, and our torpedo boat "S 116" on October 5th near the mouth of the Ems.





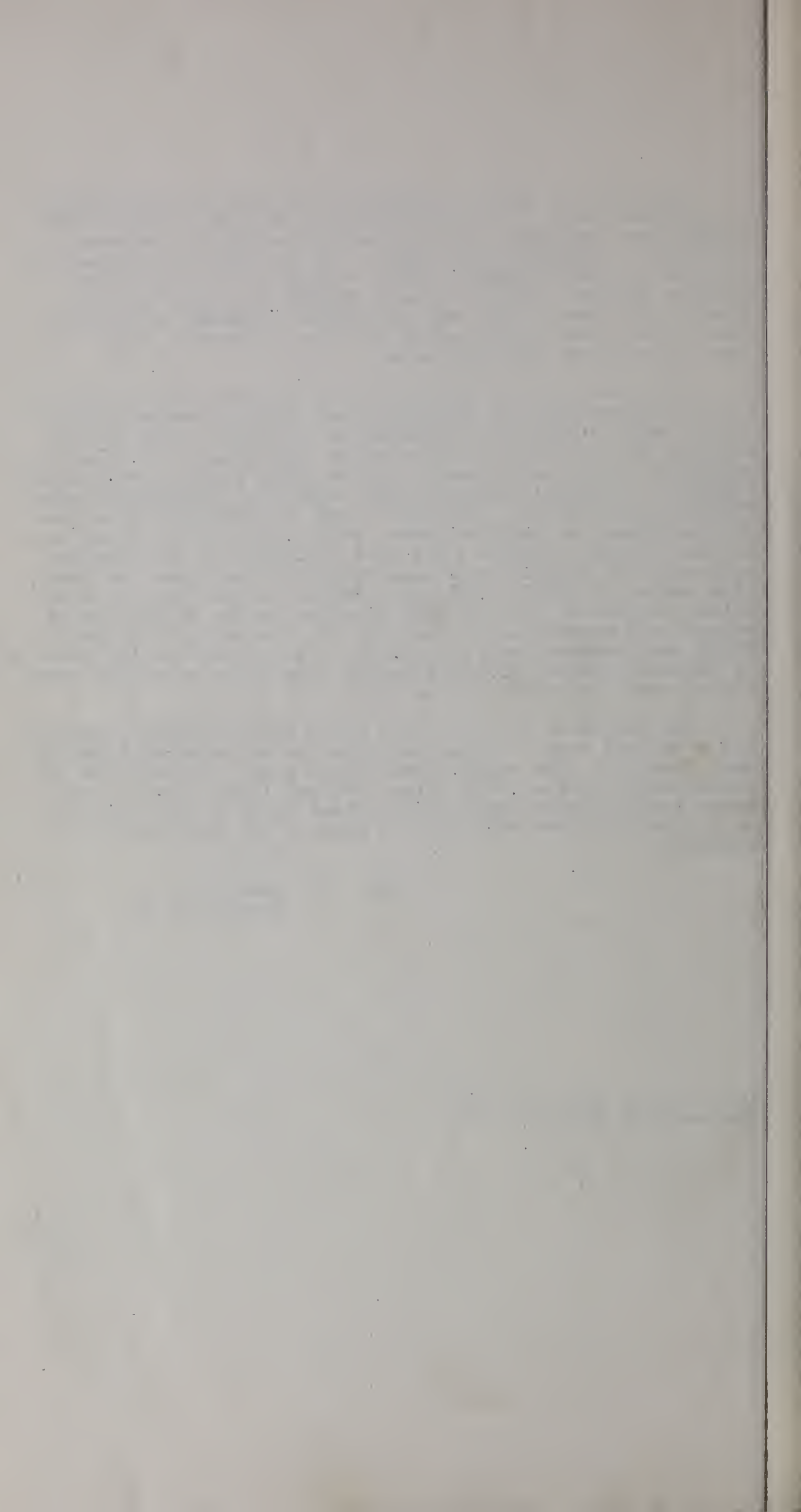
The activity of our submarines was much more successful. On September 5th, "U 21" destroyed the English cruiser "PATH-FINDER" and September 22d "U 9" sank the English cruisers "ABOUKIR", "CRESSY" and "HOGUE". On the 11th of October the Russian cruiser "PALLADA" fell a victim to "U 26" and on October 15th the British cruiser "HAWKE" was sunk by "U 9". Finally the loss of the English cruiser "HERMES" on October 31st is ascribed to the act of a German submarine whose name has not yet been published.

The course of the naval war also brought strong surprises in the interruption of shipping. Our foreign cruisers, although weak in numbers, developed an activity, which was not anticipated by any one, the least by Englishmen. It is not necessary to go into details of the grand performances of the "EMDEN". The other cruisers also, like the "KARLSRUHE", also "NUERNBERG", "LEIPZIG", "DRESDEN", and "KOENIGSBERG" have inflicted wounds to hostile trade, which surpasses anything considered possible before. The last successes of our foreign cruisers, the "EMDEN" at Penang where she destroyed the Russian cruiser "SCHEMTSCHUG" and a French torpedo boat, and the latest success of our Cruising Squadron on the Chilian coast surpass all expectation. Instead of the hostile cruisers, which were ordered in great numbers - it is said in the press 40 - to deliver shipping from the German "pest", to catch the game, the hunters are hunted by the game.

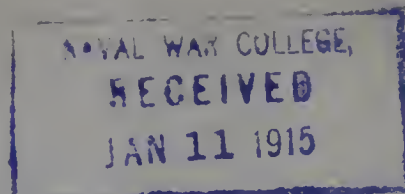
The course of the naval war up to date has made prophesying a useless task. We see no reason to be in an unpleasant mood about it. The success was on our side. So far the old saying holds good:- "Not ships, but men fight," and we can place implicit confidence in our fleet that it will continue so and that the man will have to make up for the minus in material.

/s/ L. Persius,  
Captain, A.D.

(O.N.I.-Z, No. 365 - 11/12/14)  
(December 23, 1914)







THE UNEXPECTED COURSE OF THE  
WAR ON THE SEA.

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Translation from the Berliner Tageblatt of November 10, 1914.  
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English admirals have always laid it down as a matter of course that directly upon the declaration of war the British fleet would undertake the attack upon the German squadrons in the Baltic and North Seas: "Even before the war declaration shall have reached Berlin, the German fleet will be a mere conception, a thing of the past." How often one has heard this grandiloquent phrase. And taking such words as presumptuous, still one generally counted upon a heavy offensive by the British sea power. Similarly many a one in Germany believed that our forces would immediately set themselves to foolhardy procedure. In serious circles, however, the view was held that the tactics for our fleet would have to suit those of the greatly overpowering enemy. Thus, in the Berliner Tageblatt on August 5th before the commencement of hostilities against England, it was said: "What the plans are for our High Sea Fleet is naturally withheld from knowledge entirely. Either the endeavor will be to accomplish the weakening of the enemy fleet mainly by torpedo and submarine attacks, in the meantime preserving our battle fleet, or we shall strive to deliver at the very outset a decisive blow against the British fleet. Requisite for this, however, is that the English will let themselves appear, which is at least doubtful."

It is unnecessary to say that it would be the great desire of the crews of our battleships to have the British fleet present itself. But so far that has not been the case, and so the other course here indicated has prevailed. By the energetic employment of the means of minor warfare, i. e., submarines and torpedo boats, as well as mines, our navy has caused heavy losses to the enemy, far heavier one may say than one had previously felt justified in venturing to suppose might be possible.

Who believed a half year ago that in a war between the two most powerful fleets the two sides would stand opposed for three months without their fleets meeting together in battle? According to all probability, this situation will still continue for an indefinite time, unless something quite unexpected occurs. For in spite of the presuming words of the English Sea Lord, that he would dig the German ships out of their secure anchorage like rats, nothing of the kind has yet come to pass. One may moreover be intent to know what course Mr. Churchill would employ to do the digging out. The German fleet would like nothing better than to see the English forces once venture close to the rat-hole on the Jade and Elbe. Till now, one strains the eyes from Helgoland towards the British armada in vain. Navigation in the North Sea appears to the English altogether too dangerous, perhaps because of their own mines, for as often as the rats come out of their hiding, as on the 4th of this month when they appeared in the plainest fashion off the English coast near Yarmouth, there the seizing hand of the English Fleet was missing. Some patience yet is needed before the great sea-fight, of which many a one behind the warm stove would like to hear something at last, will be fought.







We observe on the sea, one may say in passing, a course similar to the operations on land. There also the mighty armies stood opposite for weeks without coming to a decisive battle.

As in strategical regard, so in technical matters the sea war brought much surprise. Right at the beginning, the mine danger was demonstrated by a successful mine laying by our seashore resort steamer "Königin Luise", to which the English cruiser "Amphion" fell a sacrifice. During the three months since elapsed, mines have played a considerable part. On the 4th of this month, an English submarine of the D-class was destroyed by a floating mine which had been dropped by one of the cruisers that had pushed forward to the English coast near Yarmouth. And innumerable merchant ships which took their way through the mine-infested North Sea had to pay for their boldness with their lives. The effective activity of the mine-strewing ships was known from the Russo-Japanese war; but the extent of the mine danger now become evident was not dreamed of before the outbreak of the war. Especially not in regard to neutral commerce. For otherwise surely the governments would have felt impelled to agree upon something more fundamental in principle of an international law nature concerning the use of mines.

Apart from mines, submarines now claim by far the major general interest. Opinion as to the value of submarine craft was until recently still divided. To the enthusiastic supporters of the most modern weapon were opposed those who, hardly susceptible to innovations in the field of war technics, only unwillingly relaxed from their unapproachable standpoint. Not in Germany alone was the prospect variously expressed; but, in England also, as where for example Admiral Scott, when he estimated the value of the submarine with some exaggeration, found but little support even from those who shared his views. Now the deed of "U 9" together with several sisters, as "U 21" and "U 26", has given the world a proof of the value of submarines which could not be more striking. Nevertheless, as already explained in the Berliner Tageblatt of 23d September, the reminder appears useful, that the changes of the submarine weapon should not be overestimated, that it may not be held as a cure-all, with which one can send to the bottom all the dreadnaughts of our enemy. We hear ~~most~~ only of the boats' successes. The layman mostly believes that as soon as a submarine starts on a hostile expedition it very soon brings some enemy targets to bear from its torpedo tubes and finishes them off with dispatch. He hears nothing of the endless intolerable hours and days while the submarine lies vainly in wait; he does not guess how seldom the chance offers to make a successful shot, how many submarines are active incessantly without getting a single shot and how many torpedoes are discharged without reaching their mark. For example, take the fight off Helgoland on August 28. According to the official report of the English Commander, published in the English press, on the activities of single ships and vessels, in the fight and also in other actions, one gathers that no fewer than nine British submarines took part in them, namely: D 1, D 2, D 3, D 5, and E 4, E 5, E 6, E 7, E 9. The said report tells of many dangerous situations in which the boats found themselves. So, for instance, it was with E 6 on September 25, foul of a German mine. The boat had to get clear of the mooring gear of the mine without exploding it. The entire success of the English submarines reduces to that of E 9, which destroyed our small cruiser "Hela" on September 13, six miles southerly from Helgoland, and our torpedo boat S 116 on October 6, off the mouth of the Ems.







The activity of our submarines has been palpably much more successful. On September 5th the English cruiser "Pathfinder" was destroyed by U 21, and on September 22d the English armored cruisers "Cressy", Aboukir and Hogue" by U 9. On the 11th October the Russian cruiser "Pallada" fell a sacrifice to a torpedo from U 26, and on the 15th October the British cruiser "Hawke" to one from U 9. Finally the loss of the English cruiser "Hermes" on October 31st is traced to a German submarine whose number is not yet made known.

The course of the sea war brought finally, in regard to the disturbance of merchant shipping, great surprises. Our cruisers abroad, though weak in numbers, developed an activity of which no one, least of all the English, had hitherto dreamed. It would be superfluous here to recount the extraordinary achievement of the cruiser "Emden". But the other cruisers also, as especially the "Karlsruhe" and also the "Nürnberg", "Dresden", "Leipzig", and "Königsberg", have dealt wounds to the enemy's commerce which have exceeded everything that seemed to be within the limits of possibility. And the latest exploit of our foreign cruiser "Emden" in Penang, where she destroyed the Russian cruiser "Jemtschug" and a French torpedo boat, and the recent success of the cruiser squadron on the Chilean coast surpass every expectation. Instead of the hostile cruisers, which in great number - it is said 40 in the English press - were sent out to rid merchant shipping of the "German pest", instead of their catching the game, the hunters themselves have been bagged by the quarry!

The course of the sea war has thus seemingly brought all prophesy to naught. We have no reason to be disturbed thereby. The success was on ~~our~~ side. So far the old truth has maintained itself "not ships but men fight" and we may repose full trust in our fleet, and further that it may also be that with us the man may make ~~even~~ the inequality in material.

*up for*

L. Persius,

Captain, retired.

The history of the American people is a story of struggle and achievement. It is a story of the pioneers who first set foot on the continent, of the settlers who built the first colonies, and of the men who fought for independence. It is a story of the men who built the great cities and the great industries, and of the men who fought for the rights of the oppressed. It is a story of the men who have shaped the destiny of this nation, and of the men who are still shaping it today.

The American people have always been a people of great energy and great courage. They have always been a people who have been able to overcome the greatest of difficulties. They have always been a people who have been able to build a better life for themselves and for their children. They have always been a people who have been able to make a difference in the world.

The American people have always been a people of great faith and great hope. They have always been a people who have believed in the future of their nation, and who have believed in the future of the world. They have always been a people who have been able to see the light at the end of the tunnel, and who have been able to reach for the stars.

The American people have always been a people of great love and great compassion. They have always been a people who have been able to help the poor and the needy, and who have been able to make a difference in the lives of the least fortunate. They have always been a people who have been able to build a better world for all of us.

The American people have always been a people of great strength and great courage. They have always been a people who have been able to overcome the greatest of difficulties, and who have been able to build a better life for themselves and for their children. They have always been a people who have been able to make a difference in the world.

Very truly,  
Your friend,  
[Signature]



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SUBJECT CAPTURE OF GERMAN HOSPITAL SHIP "OPHELIA"  
BY THE BRITISH CRUISER "YARMOUTH",

From Z No. 257 Date November 10, 1914. , 19

Replying to O. N. I. No. \_\_\_\_\_ Date \_\_\_\_\_ , 19

Reference:- Z-337 of November 3, 1914.

The sequel of this capture now appears in accordance with German official announcement as follows:-

" According to newspaper reports the British Foreign Office caused the following news to be published officially:-

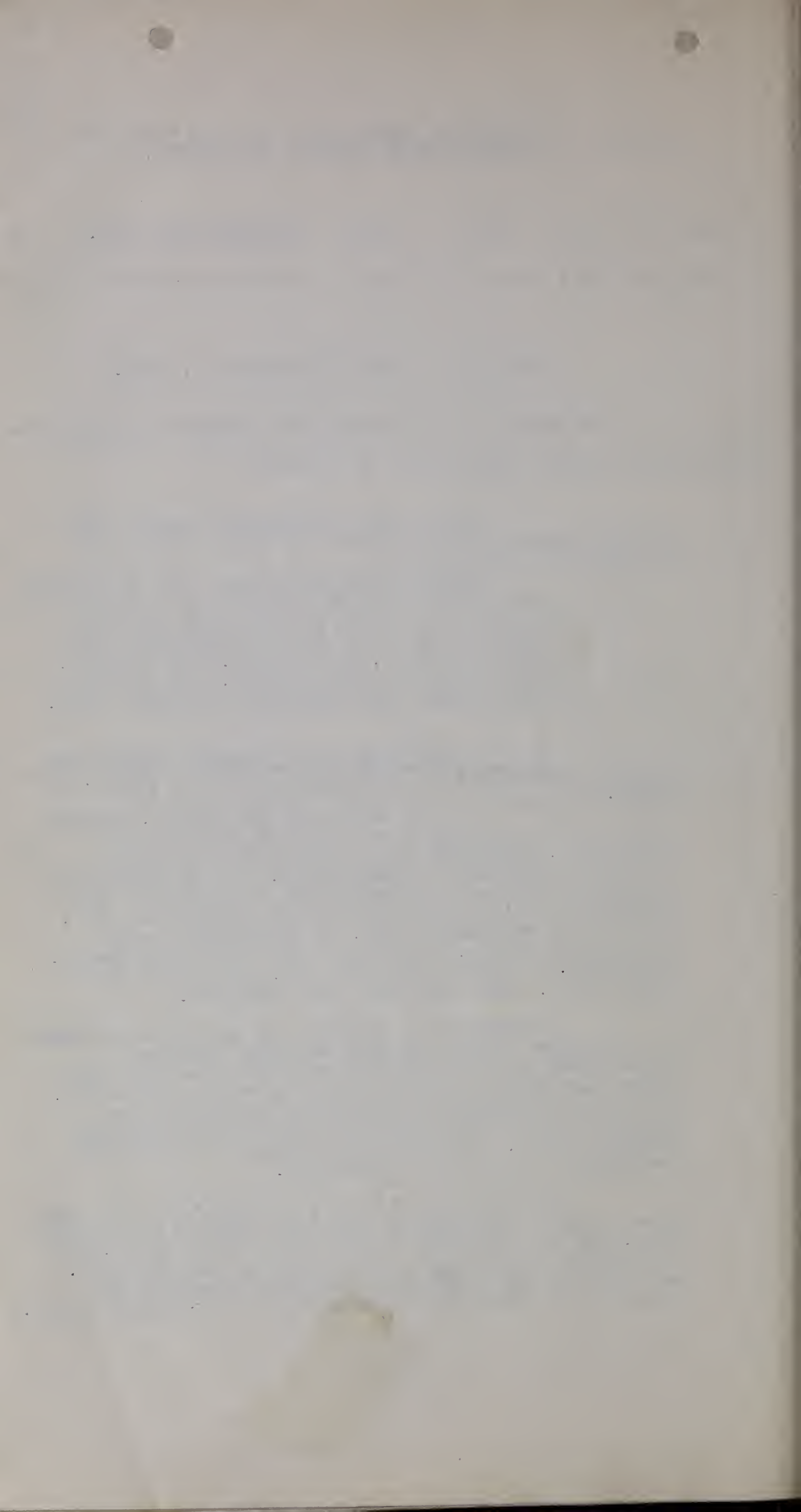
The Admiralty makes known that the German ship "OPHELIA" which carried the Red Cross flag, was held up because her name had not been communicated to the British government as a "hospital ship", and because, when stopped, she behaved in ~~unlike~~ manner, that did not coincide with the duties of a hospital ship.

Both of the statements made by the British Admiralty in justification of their action, are false.

The German Foreign Office, through mediation of the German and American Ministers in Copenhagen, requested in the beginning of September the State Department in Washington, in accordance with the Hague Agreement concerning the employment of the principles of the Geneva Convention to naval warfare, of the 18th of October 1907, to communicate to the enemy naval states, especially the British Government, the names of several hospital ship, just about that time fitted, among them also the "OPHELIA".

According to a telegram of the State Department in Washington to the American Minister which was transmitted to the German Minister in Copenhagen, and which was received in Berlin on the 26th of September, the State Department in Washington forwarded this communication of the German Foreign Office regarding hospital ships, to the Foreign Office of the British Government on the 7th of September.

That the hospital ship "OPHELIA" can not have done anything incompatible with the duties of a hospital ship, may be seen from the fact no naval officers, but only personnel for the care of wounded were on board, and that the sole orders of the ships consisted in search for wounded and shipwrecked after the naval fight."





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**SUBJECT INTERNATIONAL LAW. ENGLISH ARMED MERCHANT SHIPS TRADING TO BRAZILIAN PORTS.**

From **Z** No. **35 8** Date **November 10, 1914.**, 19  
 Replying to O. N. I. No. Date , 19

Reference:- Z-279 of October 6, 1914.

The following position has been taken by the Brazilian Government in regard to English armed merchant ships trading to their ports :-

The Brazilian position is considered a just one by Germany:-

With reference to your note of the 23d, and your memorandum of the 29th of August I am only now in a position to communicate the conclusion arrived at by the Brazilian Government, after submitting the matter to an exact investigation, regarding the stopping and leaving of Brazilian ports by such merchantmen which for their own defense are armed and carry ammunition.

In looking at the matter from a general view, the Brazilian Government has arrived at the opinion, that the armament of merchant ships, if such armament serves solely for the ships defense, cannot serve as a basis for the re-introduction of prize taking which has for a long time not been recognized by the Brazilian Government as against international law. The armament may however in other directions give cause for complaint, because these ships are not under the immediate responsibility of the states concerned, they form therefore a private fleet, which is permitted to be armed, the arms carried by them serving the purpose of bringing about destruction which is only permitted organized military forces of a state, or auxiliary forces under the command of military leaders who are subject to the principles and laws of war.

In this manner a new type of ships would be launched into existence, which are neither warships, nor privateers nor merchant ships, but a privileged class of craft, which would be free of the limitations placed on them by neutrality, which, to be sure, would not directly participate in the war, but would surely become ~~be~~ implicated, as soon as they would take the offensive in defending themselves.

Aside from this inadmissible anomaly, it must be considered that the armed resistance of a merchant ship, even for defense only, may always result in her destruction. It would therefore be a violation of the duties of humanity, if such ships would be permitted, with passengers on board, whose lives are exposed to threatening danger, to go in and out of

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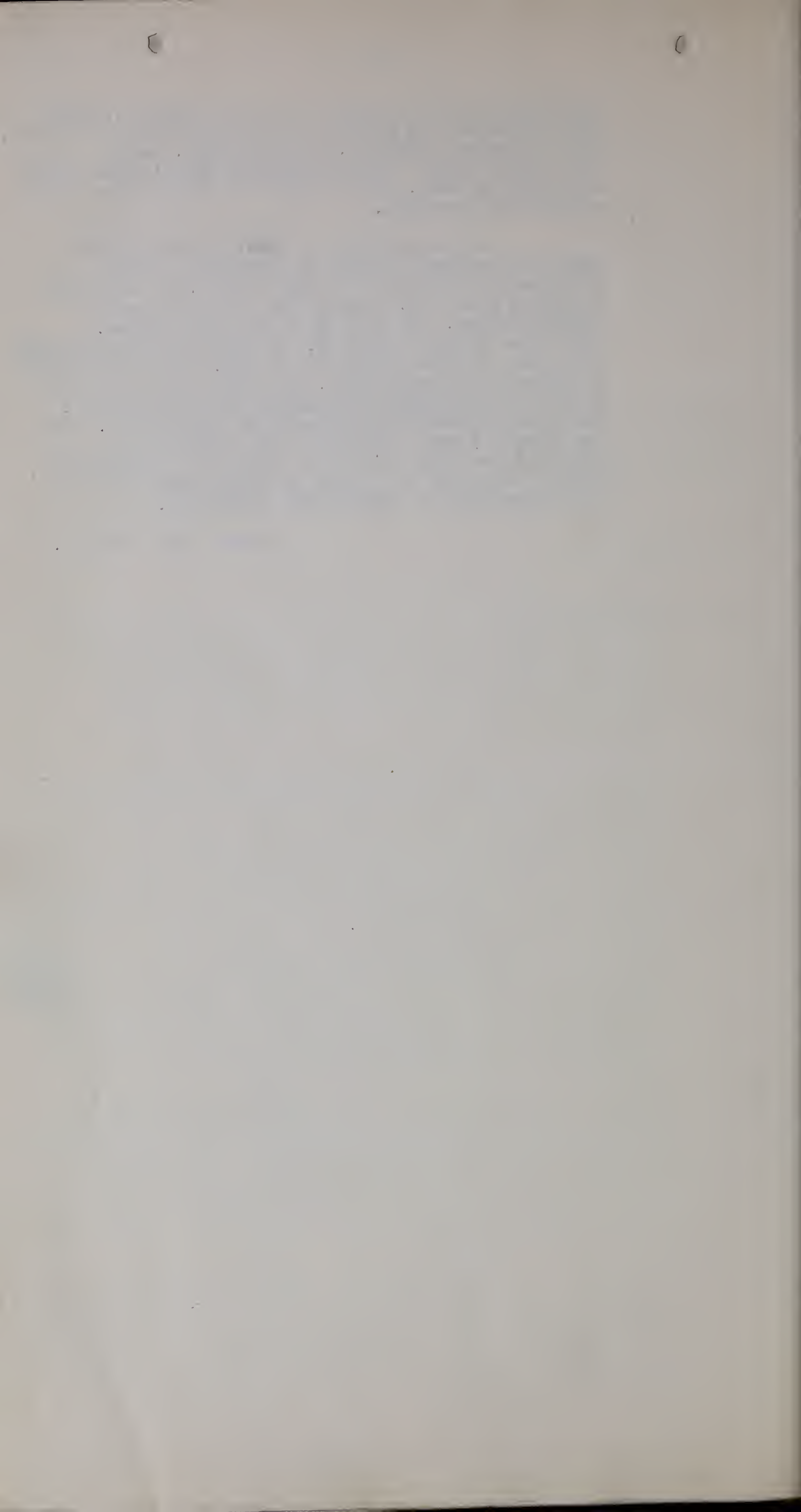
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The Brazilian Government is of the opinion, that the navies of the powers at war have more effective, and for modern nations, more fitting, means to protect their trade in America and in the first line with Brazil, which tries to further the trade as much as possible.

In consequence of these deliberations whose correctness cannot be doubted, and in consideration that it is the desire, on one side to avoid protests, complaints and disagreeable complications, and on the other side abuses, which are always possible, as soon as merchantships are armed in the manner described, I am constrained to express to Your Honor, as I have already done to other interested diplomatic representatives, the expectation of the Brazilian government, that the powers at war recognize the necessity to preserve the characteristic marks of distinction of merchantships in order to adapt themselves to the principles of neutrality of Brazil.

( Sig) Lauro Miller.





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SUBJECT M I N E O P E R A T I O N S. BRITISH  
" AUDACIOUS "

From Z No. 359 Date November 10, 1914. , 19

Replying to O. N. I. No. \_\_\_\_\_ Date \_\_\_\_\_ , 19

It is reported unofficially in Berlin that the British battleship "AUDACIOUS" and the steamer "OLYMPIA" both ran on German mines off the North Coast of Ireland.

The "AUDACIOUS" is reported beached and her crew, guns and stores will be saved.

The "OLYMPIA" is also reported beached in a harbor and may be saved.

This report has not yet appeared in the newspapers.





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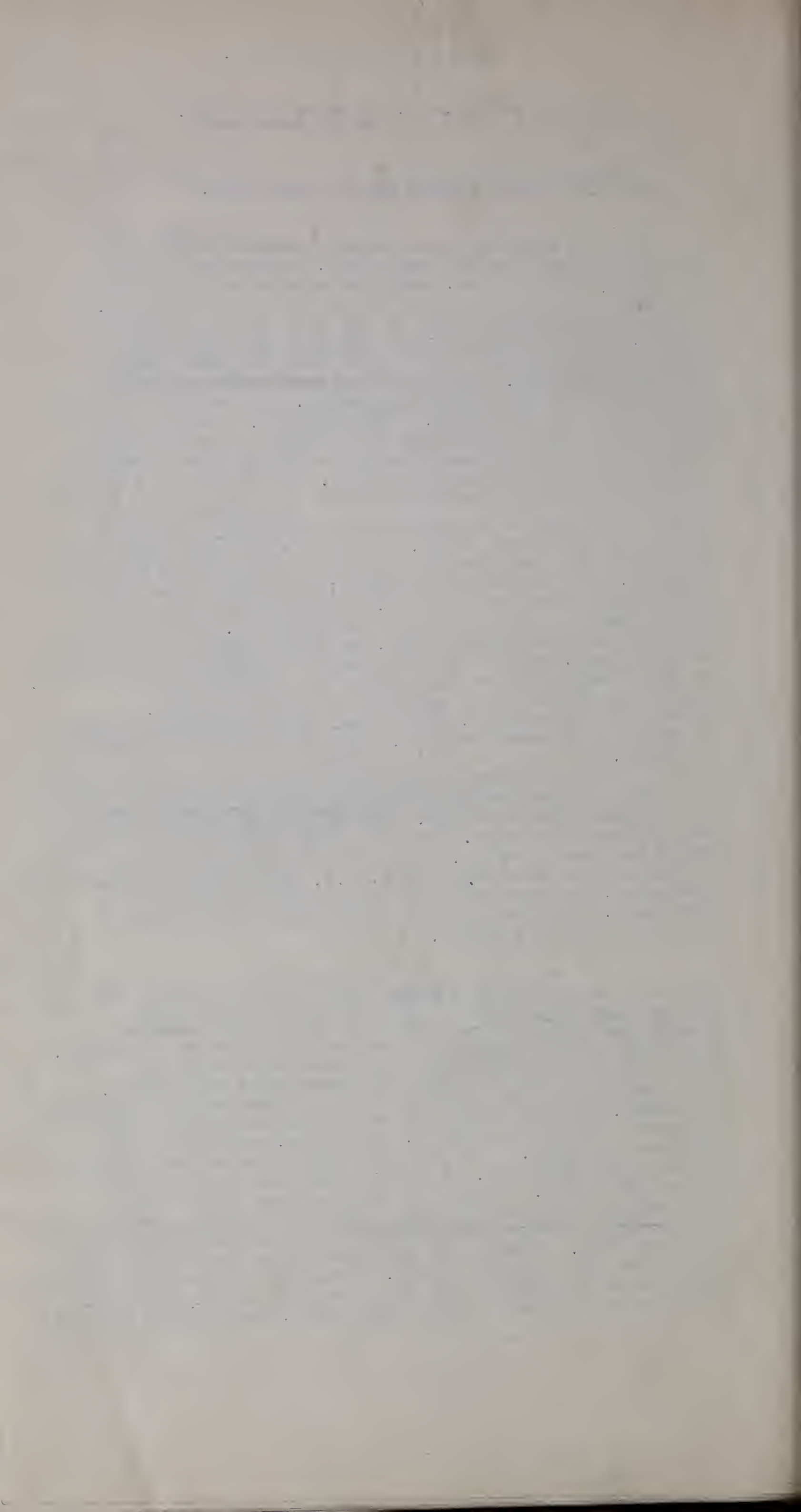
Berliner Tageblatt, November 10, 1914.

THE UNEXPECTED COURSE OF THE NAVAL WAR.

English admirals have always considered it as understood that the British fleet, immediately after the declaration of war, would undertake an attack upon the German squadrons in the North Sea and the Baltic. " Before the declaration of war will have arrived in Berlin, the German fleet will only be an idea which belongs to the past" How often have we heard this bragging sentence. Even if such words were estimated as an effusion of overweening pride, a powerful offensive of the British sea power, was expected. At the same time there were a good many in Germany who entertained the belief that our naval forces would at once display a reckless and foolhardy activity. Of course in earnest circles the opinion prevailed that the tactics of our fleet will have to be adapted to the greatly superior naval forces of our enemy. In the "Berliner Tageblatt" of August 5th, before the beginning of hostilities against England, the following was said :- Whatever the plans of the High Sea Fleet may be, naturally they are not made public. It will either be intended, in saving for the present the battle fleet, to bring about a weakening of the enemy, mostly by torpedo-and submarine boat attacks, or an attempt will be made right at the beginning to make a decisive stroke against the British fleet. Under the supposition, of course, that the English would be willing to accept battle, which at least had been doubtful.

It is not necessary to confirm the fact that the crews of our battle ships would have liked to see the British accept battle. But up to the present this has not been the case, and the other procedure mentioned above has been adopted. With all the necessary means available for the "small war", i.e. submarines, torpedoboats and mines, our navy has inflicted great losses to the adversary, to a much larger extent than it was dreamed that it could be possible.

Who would have thought a half a year ago that in a war between ~~the two~~ <sup>the two</sup> strongest fleets that ~~the two parties would be~~ <sup>the two</sup> opposite each other ~~without~~ <sup>without</sup> ~~that their battle fleets~~ without a fight for three months. According to all signs this condition will last an indefinite time until something unexpected may happen. For in spite of the braggard words of the English Minister of Marine, that he would dig out the German ships from their safe anchoring places, like rats, nothing of the kind has happened. It would be very interesting to find out what procedure Mr. Churchill would employ to carry out his "digging"? There is nothing that the German fleet would like see more than that the English naval forces would venture very close to the rat holes on the Jade and Elbe. However at Helgoland they look their eyes sore after the British Armada. Cruising in the North Sea seems to be in general too dangerous for the Englishmen, probably on account of their own mines, for as soon as the





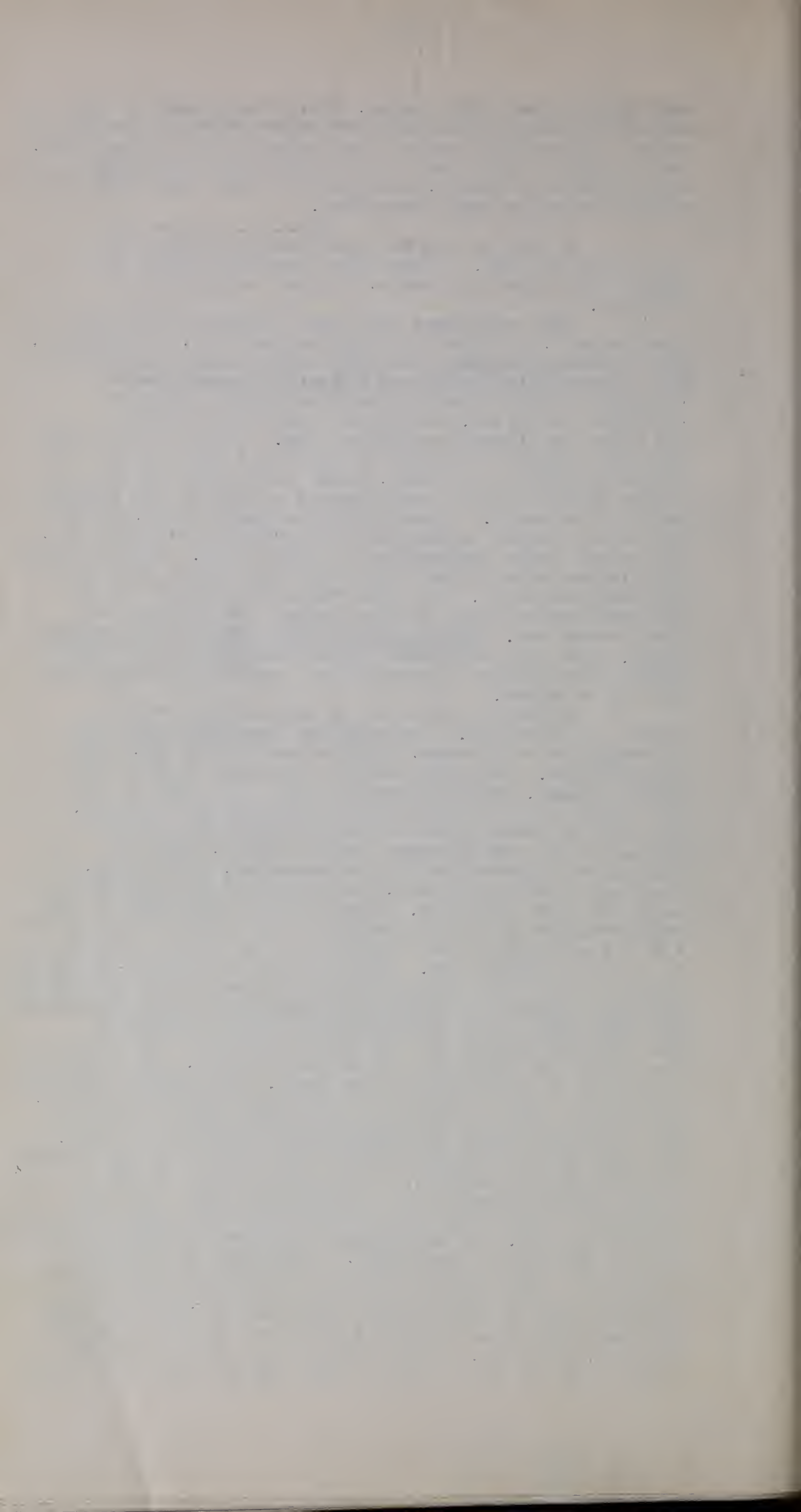
rats come out of their holes, like it happened on the 4th of this month when they had a good look at the British coast, the seizing hand of the English fleet was wanting. It will take a good deal of patience until the great naval battle is fought, from which a good many would like to hear behind a good warm stove.

We see at sea the same events as with the operations on land. There also powerful armies are facing each other for weeks, without bring about a decision.

Many surprises have been sprung not only in strategical, but also in technical matters, in this war. Right at the beginning the mine danger was illustrated by a successful planting of mines by the steamer "KOENIGIN LUISE" which claimed the English cruiser "AMPHION" as victim. During the past three months the mine has played a sinister role. On the 4th of this month an English submarine of the "D" class was destroyed by a mine, which was thrown out by one of the cruisers which had advanced as far as the English coast at Yarmouth. Innumerable merchant ships, which took their course through the mine "infected" North Sea, had to pay their rashness with their lives. The effective activity of mine laying ships were well known from the Russo-Japanese War. But the present extent of the use of mines has not been divined before the outbreak of the present war. Especially not considering the neutral trade. For it would have caused the nations to bring about more definite international regulations regarding the use of mines.

Aside from mines it is the submarine which claims our interest. The opinions regarding the work of submarine craft were, until a short time ago, very much divided. The enthusiastic defenders of the most modern weapon, were opposed by those who cling to the old way and are not accessible to modern innovations. Not only in Germany was the opinion divided, even in England where for instance Admiral Scott, when he praised the importance of the submarine, to be sure, in somewhat extravagant form, found very little approval among his own followers. The proof of the value of the submarine has now been furnished by the deed of submarine "U 9" and also by her sisters "U 21" and "U 26" in a most striking way. Nevertheless the remark, already noted in the "Berliner Tageblatt" of the 23d of September, that the chances of submarines should not be overestimated, and that they are not a universal remedy with which all the dreadnaughts of our adversary can be laid at the bottom of the seas, is again inserted. We generally hear only of successes of the boats. The layman believes generally, that as soon as a submarine starts on a raid, she brought rapidly several good aiming objects before her launching tubes and finished them with a few hits. He never hears anything of the many hours and days passed in watching and waiting, he has no idea how seldom a chance offers itself for a successful shot, how many submarines are continually on the alert and never able to fire a shot. As an example the fight of Helgoland of August 28th may be mentioned. According to official reports of the English commanders published in the press, relating to the activity of the individual ships and smaller craft in this fight, and also at other actions, not less than nine British submarines took part, namely "D 1", "D 3", "D 3", "D 5", "E 4", "E 5", "E 6", "E 7", "E 9". These reports tell of a good







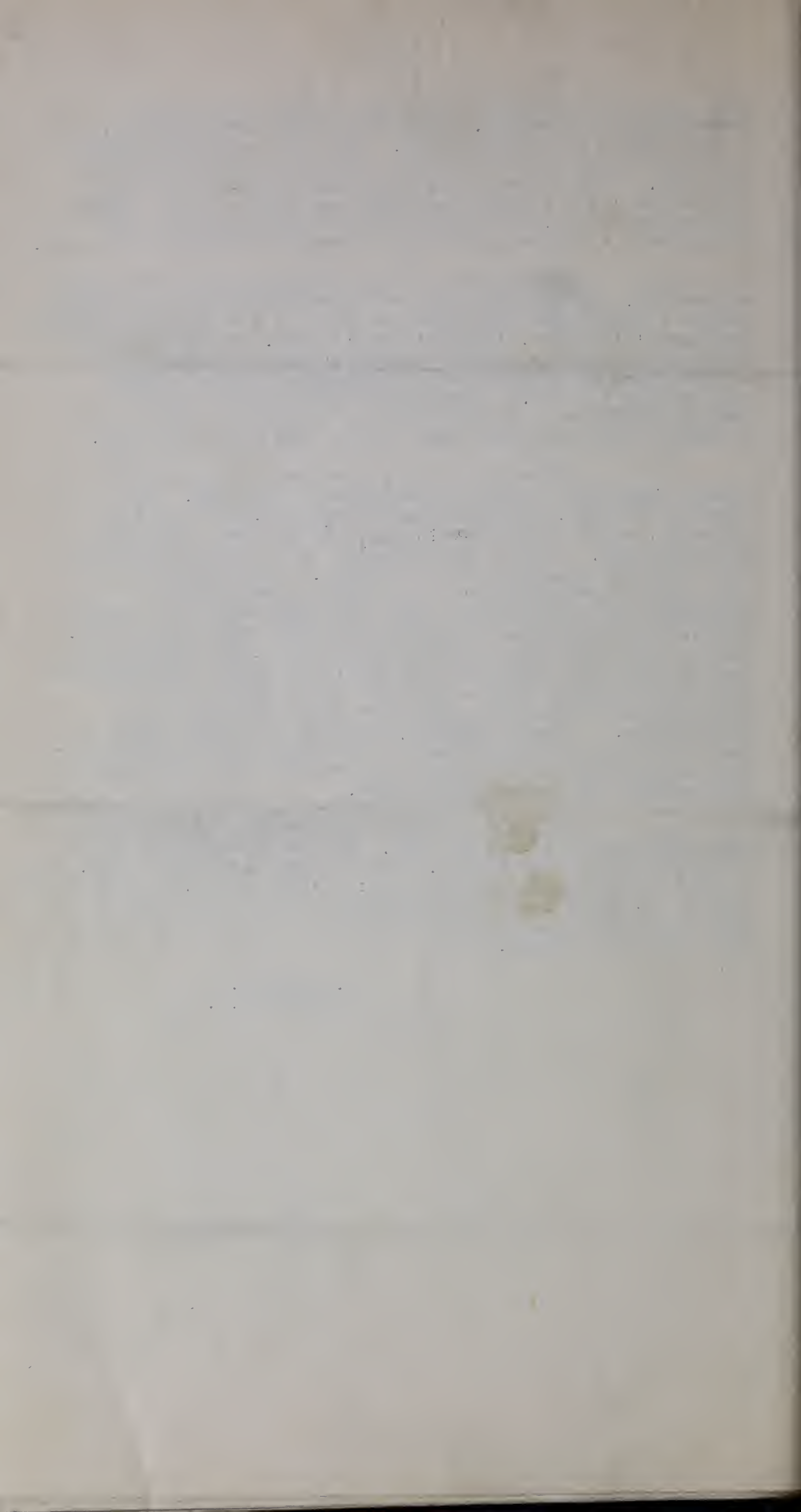
many dangerous situations in which these boats found themselves occasionally. Thus on the 25th of September, "E 6" got on to a German mine. The boat succeeded however to free herself from the anchor fittings without exploding the mine. The successes of the English submarines are limited to "E 9" which destroyed our small cruiser "HELA" on September 13th, six miles south of Helgoland, and our torpedoboat "S 116" on October 6th near the mouth of the Ems.

The activity of our submarines was much more successful. On September 5th "U 21" destroyed the English cruise "PATHFINDER" and September 22d "U 9" sank the English cruisers "ABOUKIR", "CRESSY" and "HOGUE". On the 11th of October the Russian cruiser "PALLADA" fell a victim to "U 26" and on October 15th the British cruiser "HAWKE" was sunk by "U 9". Finally the loss of the English cruiser "HERMES" on October 31st is ascribed to the act of a German submarine whose name has not yet been published.

The course of the naval war also brought strong surprises in the interruption of shipping. Our foreign cruisers, although weak in numbers, developed an activity, which was not anticipated by any one, the least by Englishmen. It is not necessary to go into details of the grand performances of the "EMDEN". The other cruisers also, like the "KARLSRUHE", also "NUERNBERG", "LEIPZIG", "DRESDEN" and "KOENIGSBERG" have inflicted wounds to hostile trade, which surpasses anything considered possible before. The last successes of our foreign cruisers, the "EMDEN" at Penang where she destroyed the Russian cruiser "SCHEMTSCHUG" and a French torpedoboat, and the latest success of our Cruising Squadron on the Chilean coast surpass all expectation. Instead ~~that~~ the hostile cruisers which were ordered in great numbers - it is said in the press 40 - to deliver shipping from the German "pest", to catch the game, the hunters are hunted by the game.

The course of the naval war up to date has made prophesying a useless task. We see no reason to be in an unpleasant mood about it. The success was on our side. So far the old saying holds good :- "Not ships, but men fight", and we can place implicit confidence in our fleet that it will continue so and that the man will have to make up for the minus in material.

L. Persius.  
Captain a.D.





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## THE PAPER BLOCKADE.

Translation from "Der Tag" of November 10, 1914, Berlin.

The respect which England has for international law, having never been held in high regard, the possibility of her blocking the entire North Sea has in former times come under frequent discussion. Naval experts held the opinion that England would cut Germany off from the supply of food stuffs and raw materials probably by means of a chain of the larger Cruisers between the Scotch and Norwegian coasts and by closing the channel. In advance of each blockading line smaller craft would be echeloned. Should the German fleet then attempt to break through, the weaker hostile vessels would retire upon the stronger, so as to lure ours on seaward as far as possible so that the armored vessels lying in wait in British harbors could cut our ships off. The whole plan was called a "rubber blockade".

This picture appeared then not improbable, but to the reality as now being established it in no way corresponds. If the British Admiralty had at any time entertained such a plan, it must have been thrown into the discard by the existence of submarines, which have brought about an entire revolutionizing of warfare upon the sea -- not unexpected it is true, to those unprejudiced ones who have for years been occupied with the problem of the submarine weapon. Within the action radius of the submarine, and that today is very large, the carrying out of an effective blockade is no longer to be contemplated. We must therefore change our method of study and widen our grasp, since every power which borders on the sea disposes today of submarines in great number.

Not blockading alone, however, but the control of trade upon the open sea will become through the existence of submarines a dangerous venture; because the searching of merchant vessels, for contraband and the carrying of military eligibles requires a lengthy period for the searching ship to be lying still in the water, which facilitates the attack of the submarine.

To avoid these experiences and still at the same time exercise control of shipping, the English have invented a new means, which has descended to a paper blockade. They declare the northern entrance to the North Sea, speaking bureaucratically, to be on the point of being closed, without actually closing it; for the activity of their cruisers certainly does not deserve the designation of blockading; at the most it is patrolling. On the ground of non-effective blockade, England is not now justified in forbidding passage through. The question of law to be sure may cause her little trouble, but she is really not in the position actually to prevent the passage. Then it is she seizes upon a moral means, frightens the seafarers, warns them against the mines strewn along the shipping routes of the North Sea. The slanderous assertion that Germany has done this internationally illegal mine laying is mentioned only by the way. The part of the North Sea which England would gladly see obstructed is altogether too deep for anchoring mines. Around it the thousands of square kilometers of great mine fields which England has laid do not reach to that locality, and navigation there is much less dangerous than in those parts of the North Sea which England warns against.

Regard for the safety of neutrals is assigned as the ground for the British ordinance. Their convenience must serve as pretext also for the removal by the British Admiralty of the examination of ships from the high sea to the ports. The true motive for both measures, however, is the fear of submarines. In the interest of her own warfare England renders the commerce of neutrals more difficult, binds upon it a ligature; the entire traffic for the future



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shall move through the channel, the ships shall call at Dover. There they will obtain information of the safest route. That by this opportunity they can be subjected to the easiest and most undisturbed control in the harbor of Dover is self-evident. The absurdity of the whole ordinance is clear at a glance. The traffic will be drawn away from the mine-free northern part of the sea to the mine-infested southern part. There the English will assign the safe route. But how can they when, as they maintain, the mine strewing has been done by German craft? They do not know at all where these alleged German mines lie.

*Reply to O. P. J. No. 19*

The devious route now strongly enforced renders more difficult and costly the Holland and Scandinavian commerce, by increase in operation, coal, and insurance expenses. so much as to be in most cases unprofitable, even causing loss. No wonder then that in the countries concerned resistance to the British lack of consideration begins to prevail. At first there was a murmur and outcry among the injured shipping circles. Now their governments are taking it up. The Swedish make it known that they have protested against the proclamation of the English Admiralty and reserve their full trade freedom notwithstanding this ordinance. The Swedish war insurance commission allows the insured without alteration of premium to follow either the previous route or the one prescribed by England. The Norwegian government also has instructed its minister in London "to make representations" to the English concerning the obstruction of the North sea. The milder form of this demonstration is easily explained by the relation of near kinship of the rulers. The participants themselves, however, rightly place no faith in any results from these steps, for from Sweden comes the urgent appeal for the union of all those interested, without which an alteration of this intolerable condition is not to be attained.

So long as it concerns only the small ones, Churchill and Grey probably will remain deaf. The matter would be different were the United States also to join in the protest. Judging by experience, at her nod England creeps into her mousehole. We saw that in the Panama Canal tolls, exemption, which President Wilson later removed. We saw it recently when the Union forced from England the unobstructed export of its cotton to Europe and the import of the indispensable chemicals. But the practical carrying on of this concession will be rendered much more difficult by the closing of the North Sea. Will the United States submit to British arbitrariness? This seems to me to be the decisive question.

Official North America stands certainly with its sympathy on the British side, which is built upon the blame for the German breach of international law and the watchword of Prussian militarism. Morality in honor, even when it proceeds from false suppositions. But here it touches a very considerable money interest, and still more. To submit to England's arbitrariness and thereby strengthen England's policy means in this war, among other things, to lay the foundation for Japan's supremacy in the Pacific. If England comes out of the world war victorious, she becomes the incontestable ruler of the Atlantic Ocean and Japan that of the Pacific.

HERMANN VOM RATH.

(12/5/14)



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HERMANN VON RATH.



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U. S. NAVAL INTELLIGENCE

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SUBJECT GERMAN SUBMARINE ACTIVITIES.

From Z No. 365 Date November 12, 1914. , 19

Replying to O. N. I. No. \_\_\_\_\_ Date \_\_\_\_\_ , 19

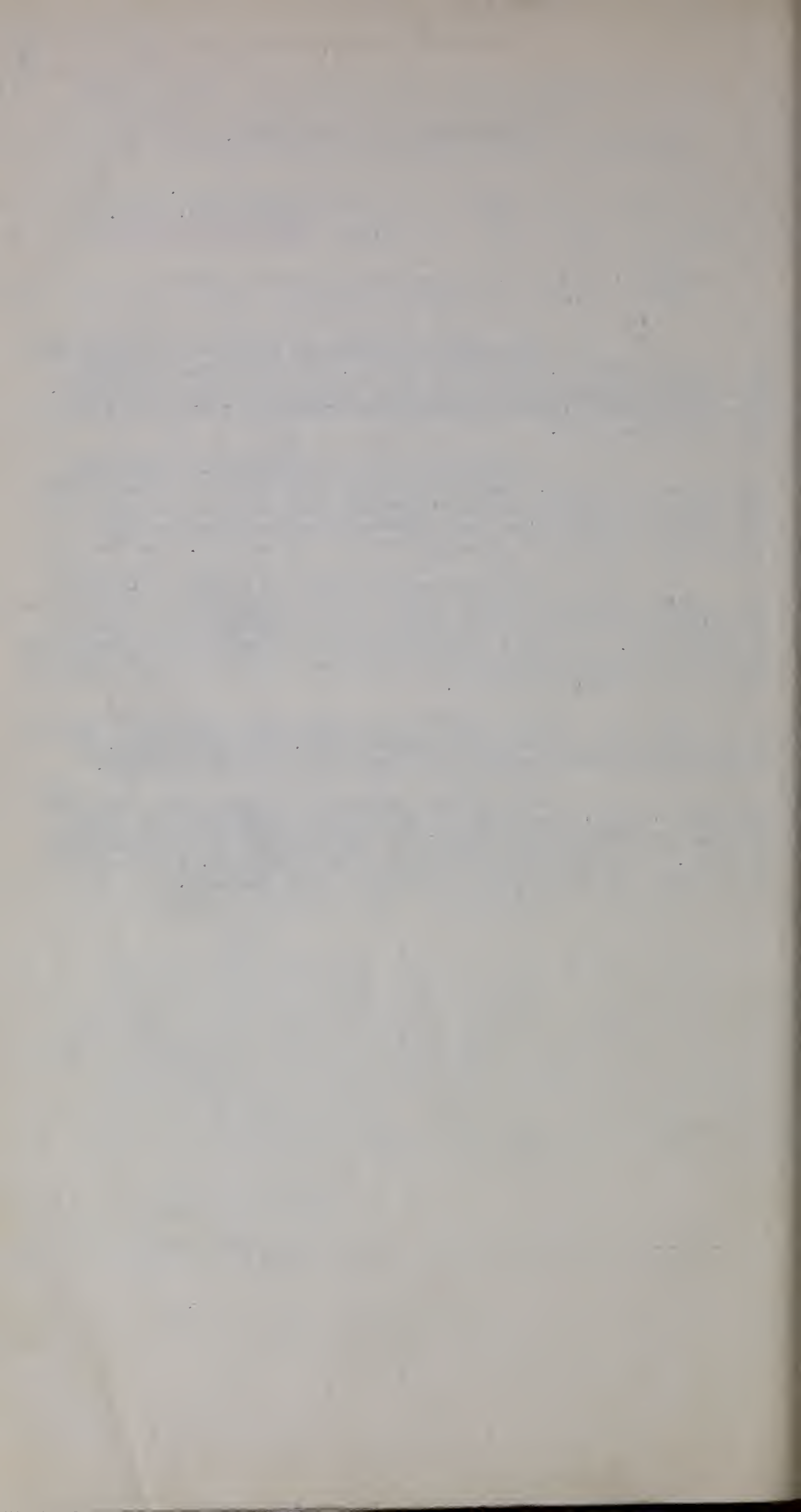
The attached review of the course of the war by Captain Persius, the naval writer, is of general interest, because Captain Persius is in close touch with active officers. Of special value is his common sense statements in regard to the submarine work.

I can confirm his statements in regard to submarine boat work, that the results obtained are through long and arduous cruising and watching and many a boat has put in the greater part of the past three months in strenuous and intelligent work without being able to get a shot. (torpedo)

The Reichs-Marine-Amt also told me that at the action off Helgoland of August 28th a great many shots (torpedoes) were fired by British submarines at the German ships without a single hit. In this case the German cruisers and torpedo boats were at all times steaming at high speed and were very difficult targets to intercept or hit.

Practically all successes with the submarine boats have been against ships patrolling, or approaching, or leaving port over a track which was well known to be used.

It has been generally rumored here that the English "D 5" was lost by chasing in the wake of a German cruiser and falling a victim to a floating mine dropped by the cruiser. As officers were saved from this boat, it would be of interest to check this information from England.





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*SUBJECT*      LOSS OF GERMAN CRUISER "EMDEN".    GERMAN  
                 CRUISER "KOENIGSBERG" BLOCKADED.

*From*            *Z*                      *No.*                      363                      *Date*                      November 12, 1914.                      , 19  
*Replying to O. N. I. No.*                      *Date*                      , 19

The following is the official announcement  
over the loss of the "EMDEN" and the situation of the  
"KOENIGSBERG". Further details are at present lacking:-

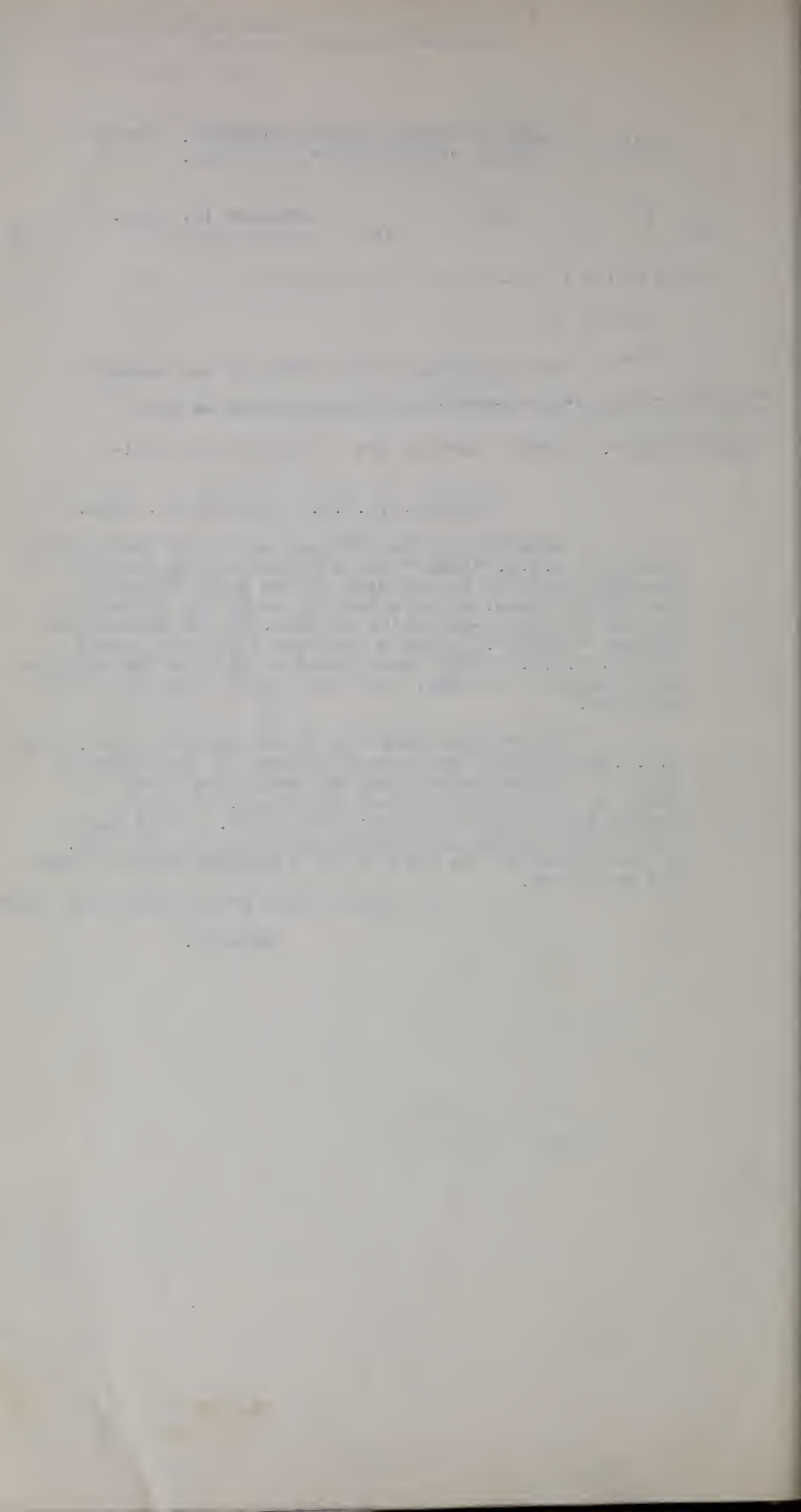
" Berlin, (W.T.B.) November 11, 1914.

According to an official notice of the English  
Admiralty S.M.S. "EMDEN" was attacked on the 9th of  
November early in the morning at the Cocos Isles in  
the Indian Ocean, while a landing party was trying to  
destroy the cable-and radio station, by the Australian  
cruiser "SIDNEY".- After a stubborn fight with great  
losses, S.M.S. "EMDEN" was placed on fire by the superior  
artillery of the enemy, and was finally beached by her  
own crew.

The English Admiralty makes further known, that  
S.M.S. "KOENIGSBERG" has been blockaded in the Rufidschi  
River ( German East-Africa) six sea miles above the  
mouth by the English cruiser "CHATHAM", the latter  
having sunk a coal steamer in the river. It is said  
that a part of the crew fortified themselves on land.  
A bombardment on the part of the "CHATHAM" seems to have  
had no effect.

The Acting Chief of the Admiralty Staff

Behncke. "





SUBJECT EUROPEAN WAR 1914

CASUALTIES (KILLED and WOUNDED) in the GERMAN ARMY up to  
NOVEMBER 1st, 1914.

From Z (C) No. 372 Date November 12, 1914

Replying to O. N. I. No. Date 191

It is very difficult to gather correct information as to the number of casualties on the German side. From an authentic source it was learned that up to November 1st the following had been reported:

Officers:	killed	-	3000
	wounded	-	7000
Men:	killed	-	48000
	wounded	-	243000

It must be remembered that it is very difficult to obtain this information in an accurate form at this time, even for the German Government, and the above should be taken as approximately correct.

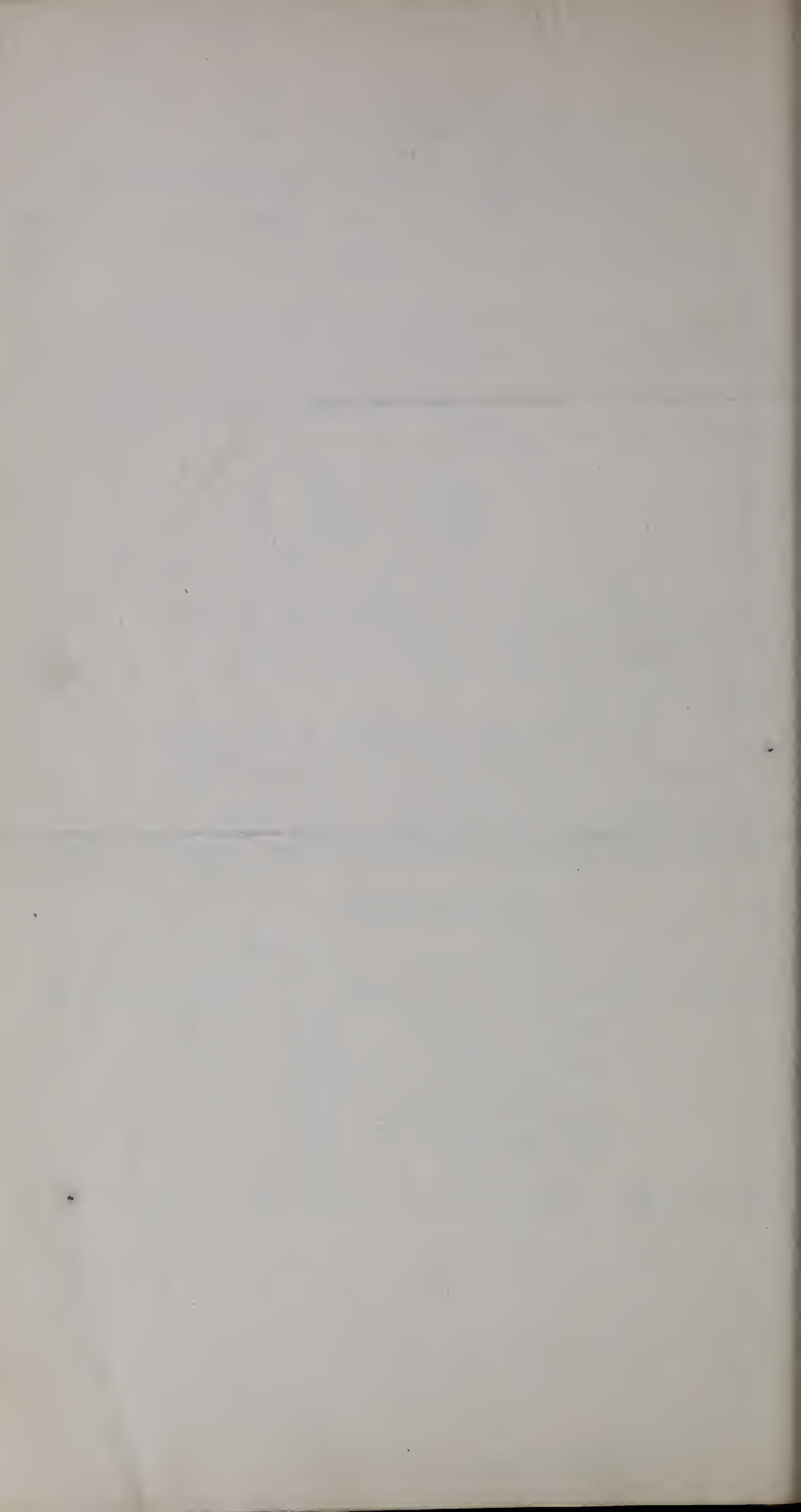
It is impossible to determine in any accurate sense the number of missing and prisoners. Men and officers are frequently reported as missing and in the course of a few days they have been reported as returning to their regiments or dead.

## PRISONERS OF WAR.

On the 1st of November, the following number of prisoners of war at present in Germany was officially given out:

French:	Officers	-	3138
	Men	-	188618
Russians:	Officers	-	3121
	Men	-	186799
Belgians:	Officers	-	537
	Men	-	34907
English:	Officers	-	417
	Men	-	1573

making a total of 7213 officers and 426034 men.





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SUBJECT PRISON AND NON-BELLIGERENT REFUGEE CAMPS IN  
FRANCE.

From Y No. 162 Date November 13, 1914

Replying to O. N. I. No. Date

The following are the official lists : (a) of the Prison  
Camps in France, and (b) Concentration Camps for German and  
Austrian non-combattants and suspects.

(a) Prison Camps in France.

<u>Districts.</u>	<u>Towns.</u>	<u>Districts.</u>	<u>Towns.</u>
IX.	(Cholet		(Brignoles
	(Issoudun		(Schiavari
TOURS.	(Poitiers.		(Castelluccio
-----		XV.	(Casabianca
	(Coetquidan		(Privas
	(Fougères	MARSEILLES	(Avignon Hopitaux de
X.	(Vitré		(St. Mandrier
	(Saint-Brieuc		(Marseille (Fort St.
RENNES.	(Dinan		(Nicolas
	(Montfort	-----	
	(Rennes		(Castres
-----			(Villefranche de Conflent
	(Belle-Ile	XVI.	(Perpignan
	(Quiberon		(Cette
	(Lorient	MONTPELLIER	(Béziers
XI.	(Place de Brest		(Fort Montlouis
	(Hopital		(Espira d'Agly
NANTES.	(Nantes- (Broussais	-----	
	(Hopital		
	(temporaire		(Cahors
	(No. 25.	XVII.	(Toulouse
-----			(Montauban
		TOULOUSE	(Agen
XII.	(Hopitaux		(Hopitaux
LIMOGES	(divers.	-----	
-----			(Blaye
	(Clermont		(Mont de Marsan
	(Montluçon		(St. Martin de Ré
XIII.	(Le Puy	XVIII.	(St. Jean Pied de Porc
	(Roanne		(Lourdes
CLERMONT-	(Riom	BORDEAUX	(Oleron
FERRAND.	(St. Etienne		(Pau
	(Aurillac		(Tarasteix
	(Montbrison		(Ile d'Aix
	(Issoire		(Rochefort
-----	(Hopitaux divers.	-----	
XIV.	(Romans	AFRIQUE	(Maroc
LYON.	(Fausiers	DU	(Fort National
	(Albertville	NORD.	(Miliana
	(Hopitaux.		(Mascara
			(Gaisa
			(Tisi-Ouzou
-----		-----	

CAMP RETRANCHE DE PARIS.

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(b)

Concentration Camps.

Tours (I.-et-Lpoire)  
Blois (Loire-et-Cher)  
Angers (Maine-et-Loire)  
Brives (Corrèze)  
Guerande (Loire Inférieure)  
Cahors (Lot)  
Vaylas "  
Gramat "  
Bergerac (Dordogne)  
Couvent de Garaison (Htes Pyrenées)  
Ancien Séminaire à Viviers (Ardèche)  
Chartreuse de Brive, près Le Puy (Hte Loire)  
Cellule, près de Riom (Puy-de-Dome)  
Petit Séminaire de Pau-Main (Mayenne, près Mayenne)  
Limoges (will be evacuated)  
Saintes  
Citadelle de l'Ile d'Yeu.





(Translation from the Kölnische Zeitung Nr.14,1915)

THE PANAMA CANAL AND THE WORLD-WAR.

- - - -

In February of 1913 a well-informed German observer of the development of the United States wrote an article on "The Panama Canal as a Military Factor", which appeared in the July number of the German General Staff publication - "Vierteljahreshefte für Truppenführung und Heerskunde" - published by E.S.Mittler & Sohn, Berlin. The article at that time did not attract much attention in German political circles on account of the writer's adherence to the scientific features of the question. The article does, however, contain some historical-political aspects which are of special interest just at this time, and we therefore reprint some of the most interest<sup>ing</sup>/sections.

The writer first considers the question of the future importance of the Canal. Before this can be successfully done, we must go back to the beginnings of the canal and especially the early treaties involved. After studying these features the writer is convinced .. "that the building of a canal between the two greatest oceans does not represent so much a desire for commercial supremacy, as an increasing determination on the part of the American people to secure sea-power." The commercial advantages are a secondary consideration. The military and commercial purposes of the canal compete with each other. There exists a contract between the supposed object of the canal -- the commercial -- and the true purpose -- the military. The writer finds quite a number of proofs to support the latter in the preliminary history of the canal. As is well known the first canal project in Central America was the Nicaragua Canal. The basis of this project was the English-American Clayton-Bulwer-Treaty of 1850. In this treaty England and America agreed to the following:

1. There shall be no one-sided control of the canal (at that time this referred to the Nicaragua Canal).
2. Neither the canal nor its surroundings shall be fortified.
3. Neither party shall strive to secure sovereignty over any of the Central American territory.

Note: At that time the geographical designation "Central America" did not include the Republic of Columbia. The Republic of Panama of today belonged up to 1903 to Columbia. This is to be kept in mind in considering the Anglo-American Canal Treaty and the questions involved.

4. No alliance shall be entered into by either party that shall give influence over the territory in the immediate vicinity of the canal. (Article 1)
5. In case of an Anglo-American War both parties shall have free



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FEB 2 1919

Transmission from the Colombian Legation at 12:15 P.M.

THE YAMAI CABLE TO THE COMMISSIONER

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In February of 1918 a well-informed German observer at the development of the United States states an article on "the canal" in the "New York Times", which appeared in the July number of the German General Staff publication - "Veröffentlichungen des Generalstabes und Nachrichten" - published by E. S. Mittler & Sohn, Berlin. The article at first gives the writer's attention to the German political circles in regard of the writer's reference to the possible features of the question. The writer says, however, that some historical-political aspects which are of special interest must be taken into account, and he therefore reports some of the most interesting details.

The writer first discusses the question of the future of the Canal. He says this can be considered in two ways: one to look to the possibility of the canal and especially the way it is to be handled. After stating these things the writer continues: "That the building of a canal between the two great oceans does not represent as much a battle for commercial supremacy, as an interesting determination on the part of the American people to secure sea-power." The commercial advantages are a secondary consideration. The military and commercial purposes of the canal overlap with each other. There exists a connection between the proposed canal of the canal -- the connection -- the two purposes -- the military. The writer finds only a number of points to support the latter in the preliminary history of the canal. As is well known the first canal project in Central America was the Nicaragua Canal. The basis of this project was the United States-Central American Treaty of 1850. In this treaty England and the United States agreed to the following:

1. There shall be no one-sided control of the canal (the first line with reference to the Nicaragua Canal).
2. Neither the canal nor the surrounding shall be neutralized.
3. Neither party shall strive to secure sovereignty over any of the Central American territory.

Note: At that time the geographical designation "Central America" did not include the Republic of Colombia. The Republic of Panama of 1845 belonged up to that to Colombia. This is to be kept in mind in considering the Anglo-American Canal Treaty and the question involved.

4. No alliance shall be entered into by either party with any other power over the territory in the immediate vicinity of the canal. (Article 1)
5. In case of an Anglo-American war both parties will have the



use of the canal.

This treaty was more restraining to America than to England, who was apparently very anxious to prevent the canal from becoming a military factor of the United States. It was desired by the one and feared by the other. Later America took an energetic stand against England, as can be seen by President Hayes' message to Congress in 1880, in which it was stated that "the canal banks formed a part of the American coast." This message is of special interest today as it shows the determination on the part of this statesman to consider the military importance of the canal:

Our policy is to have a canal under American control. Under no circumstances can we allow that this control should be in the hands of an European Power or a group of European Powers. Obstacles which prevent us carrying out this plan must be overcome. Even if the canal is built with foreign money we must insist upon having the protection of it ourselves exclusively. A waterway through the isthmus not only changes materially the shores of the Atlantic and Pacific from a geographical view point, but alters our relations with the rest of the world. The canal must, therefore, form an integral part of our coast. If our commercial interests alone are greater than those of all other countries, then the canal's influence upon our power, and well-being, our national compactness, our peace and our security are of the greatest importance to our people.

The desire to eliminate the limitations of the Clayton-Bulwer-Treaty showed itself in negotiating the Hay-Pauncefote Treaty in 1900, in which the Americans succeeded at least in having the right to fortify the canal since it was not mentioned in the treaty. However, if one considers the United States as a military power, the measures for putting the treaty into effect are opposed to the purpose of fortifying the canal. So far as the acquisition of territory on the isthmus is concerned the English also succeeded here in establishing limitations, which the Americans silently agreed to "because they didn't want to show their cards." As the canal possesses a pronounced military importance it must come under the American flag. "Roosevelt contemplated this point", says the author, when he acquired the Canal Zone, after buying out the French, through concessions of the Hay-Nunau-Varilla Treaty of Nov. 18, 1913. It was originally intended to negotiate this treaty with Columbia. But Columbia thought by prolonging the negotiations the United States would make better offers. This hope was suddenly dispelled by an outbreak of a revolution on the Isthmus (the 58th since 1850) the result of which was the immediate recognition of the independent Republic of Panama by the United States, and Columbia was, therefore, robbed of a part of its territory!

The energetic policy of Roosevelt, who was not afraid to use any means in order to execute the construction of the canal in the most advantageous form for America, was also the incentive power behind this revolution. And he was right: "Qui aime les fins doit aimer les moyens!" This was indeed a questionable principle, but from a statesman's viewpoint it was justifiable. With regard to the grumbling criticism of the government in power at that time, occasioned by their method of procedure, they can console themselves as now the paper right of control and protecting the canal has become a reality!

The writer considers as a logical result of the policy followed the one pursued for years, namely; the naval base policy of the Union by which a strong naval strategic position was to be established in the Caribbean Sea. He says:

With the Panama Canal as an instrument, the determination to establish and maintain a controlling power on the sea has



use of the canal.

This treaty was more restraining to America than to England, who was apparently very anxious to prevent the canal from becoming a military factor of the United States. It was desired that the one and feared by the other. Later America took an energetic stand against England, as can be seen by "Remondet's Letters" to Congress in 1880, in which it was stated that "the canal was formed a part of the American coast." This message is of great interest today as it shows the determination on the part of this government to consider the military importance of the canal.

Our policy is to have a canal under American control. Under no circumstances can we allow that this control should be in the hands of an European power or a group of European powers. Obstacles which prevent us carrying out this plan must be overcome. Even if the canal is built with foreign money we must insist upon having the protection of it ourselves again. A waterway through the isthmus not only changes materially the shores of the Atlantic and Pacific from a geographical view point, but alters our relations with the rest of the world. The canal must, therefore, form an integral part of our coast. If our commercial interests alone are greater than those of all other countries, then the canal's influence upon our power, and well-being, our national compactness, our peace and our security are of the greatest importance to our people.

The desire to eliminate the limitations of the Clayton-Bulwer Treaty showed itself in negotiating the Hay-Pauncefote Treaty in 1900, in which the Americans succeeded at last in obtaining the right to fortify the canal since it was not mentioned in the treaty. However, it is considered the United States as a military power, the measure for building the canal into effect is opposed to the purpose of fortifying the canal. So far as acquisition of territory on the isthmus is concerned the English no succeeded here in establishing limitations, while the Americans lately agreed to "recognize that they want to show their words." The canal possesses a pronounced military importance it must be under the American flag. "Roosevelt's contemplated this point," says the author, when he acquired the Canal Zone, after paying out a fixed, through concessions of the Hay-Pauncefote Treaty of 1903. It was originally intended to negotiate this treaty with Colombia. But Colombia thought by prolonging the negotiations United States would make better offers. This hope was vainly followed by an outbreak of a revolution on the isthmus in 1903 (the 1880) the result of which was the immediate recognition of an independent Republic of Panama by the United States, and Colombia as, therefore, robbed of a part of its territory!

The energetic policy of Roosevelt, who was not afraid to say so, in order to secure the construction of the canal in a most advantageous form for America, was also the incentive for building this revolution. And he was right: "But since we do not aim at the money!" This was indeed a questionable principle, but from a statesman's viewpoint it was justifiable. With regard to the growing criticism of the government in power at that time, occasioned by their method of procedure, they can console themselves as not the paper rights of control and possession. The canal has become a reality!

The writer considers as a logical result of the policy followed the one pursued for years, namely: the naval base policy of the United States, which a strong naval strategic position was to be established in the Caribbean Sea. He says:

With the Panama Canal as an instrument, the determination to establish and maintain a controlling power on the sea can



been constantly and strongly growing. The acquisition of Alaska, rich in coal, which is now a matter of history, Guam Island, the small Samoa Islands and the Sandwich Islands, the powerful naval base at Pearl Harbor, the extension of naval bases and fortifications along the Pacific coast, and above all, the works at San Francisco and Puget Sound undisputably have a connection with the military object of the Panama Canal.

The writer contends that it must be the future wish of every intelligent American politician to some day possess Lower California on account of the increased importance of its coast, due to the construction of the Panama Canal. The Nicaragua Treaty serves the same policy with respect to the acquisition of Fonseca Bay, and by which Japanese intentions of a similar nature were once and for all time destroyed. The reciprocity negotiations with Canada, which were a failure, had the same object in view, and the realization of which would have tended to draw the two neighboring states closer together and resulted in producing a closed front on the Pacific. According to the writer, Cuba and Haiti in a long run will not be able to evade the American eagerness for power.

The American ambition for power in the Caribbean Sea, where the United States already have Guantanamo, the Great and Little Corn Islands, has aroused the jealousy of England, and awakened similar ambitions in the Japanese. The friction between the United States and Japan finds its origin in the desire to control the Pacific Ocean, which would greatly strengthen America's world position, and for the Japanese, power in the Pacific is necessary for her further development and security. Before the opening of the Panama Canal Japan's position was the more favorable, as the American bases -- the Philippines and Hawaii -- are located very near to Japan. "After the canal was opened the only way for Japan to compete was to either make an unreasonable attack on the canal, or to indulge in an extravagant naval program." The writer then touches upon the details of the American - Japanese conflict: The Japanese efforts to secure important concessions in Columbia and Nicaragua, to make settlements in Lower California, and to direct its emigration to islands in the Northern Pacific where the American flag did not wave, was partly blocked by President Roosevelt: Continuing the Author says:-

"The American-Japanese conflict has in one word been hanging over us for several years and can become acute any moment! The possible military consequences of this question has undoubtedly been more decisive in building the canal than any desire to further the commercial interests in or outside of the United States."

Regarding the non-military use of the canal, the Author maintains that the greatest commercial advantages will be enjoyed by those nations possessing the largest merchant marine, firstly England, and secondly Germany. With regard to an investment of capital, good results cannot be obtained due to costs involved by the necessity of keeping a strong garrison in the Canal Zone. The Author says:

The Canal will not be an immediate paying proposition; it has been proposed to allow all craft under the American flag to pass free and to place a corresponding higher rate on foreign ships. This, however, will have an unfavorable influence on the use of the canal and would lead to international complications and friction. The canal will be ultimately used by American and also foreign ships. The immediate use, on the contrary, is in reality of a military nature.

As a further proof that the canal is to serve military purposes, the Author invites attention to the determination of the United States to prevent the building of a competitive canal.



been constantly and steadily growing. The acquisition of Alaska, with its coal, which is now a matter of history, Guam, the small islands and the Hawaiian Islands, the powerful naval base at Pearl Harbor, the extension of naval bases and fortifications along the Pacific coast, and above all, the work at San Francisco and other naval bases, have been connected with the military object of the Panama Canal.

The writer contends that it must be the future aim of every intelligent American politician to secure for himself, for his country and for the world, the greatest advantage of the canal. The acquisition of the canal is a policy with respect to the acquisition of Panama Bay, and by which Japanese influence of a military nature were once and for all time destroyed. The strategic importance of the canal, which was a failure, had the same object in view, and the realization of which would have been to give the two nations a strategic base of operations and a military base of operations. According to the writer, the canal is a long term will not be able to avoid the American navy.

The American position for power in the Pacific Ocean, where the United States already have possessions, the Great and Little Lakes, the Gulf of Mexico, the Caribbean Sea, and the Hawaiian Islands, has secured the security of the United States and Japan. The origin in the desire to control the Pacific Ocean, which would greatly strengthen American world position, and for the Japanese, power in the Pacific is necessary for her further development and security. Before the opening of the Panama Canal, Japan's position was the more favorable, as the American bases -- the Philippines and Hawaii -- are located very near to Japan. After the canal was opened the only way for Japan to reach the Pacific was an unfavorable attack on the canal, or to invade it. The writer then touches upon the details of the American - Japanese conflict: The Japanese effort to secure important connections in Columbia and Venezuela, to secure positions in Latin America, and to attack the canal to obtain in the Pacific. He also states the American flag did not wave, was partly blocked by American interests: Contrary to the author's view.

The American-Japanese conflict has in one word been waiting over us for several years and can become acute any moment. The possible military consequences of this question has undoubtedly been more active in building the canal than any desire to further the commercial interests in the Pacific of the United States.

Regarding the non-military use of the canal, the author maintains that the greatest commercial advantages will be enjoyed by those nations possessing the largest merchant marine, directly and indirectly. With regard to an investment of capital, good results cannot be obtained due to the fact that by the necessity of raising a strong garrison in the canal zone. The author says:

The Canal will not be an immediate paying proposition; it has been proposed to allow all sorts of nations to use it, to pass free and to place a corresponding higher rate on foreign ships. This, however, will have an unfavorable influence on the use of the canal and would lead to international complications and friction. The canal will be ultimately used by American and other foreign ships. The immediate use, on the contrary, is in reality of a military nature.

As a further proof that the canal is of great military purpose, the author in his attention to the question of the United States to prevent the building of a competitive canal.



Continuing in this manner the Author brings up proof that the dominating purpose of the canal is the military. He does not, however, consider the canal as a result of a far-reaching imperialistic policy, as the inner conditions of the United States would not permit this. There are, nevertheless, many supporters of the military purpose of the canal. Continuing the writer says:

Should the true object of the canal be temporarily put into the background during the Democratic administration -- which is impossible to predict -- the nation as such will one day, in view of the practical sense of the American, recognize what the canal above all is - namely, a first class military factor.

The Author invites attention to the fact that the canal will considerably alter the political relations between the United States and the rest of the world. He says:

"The day that the canal is opened the United States begins the peaceful offensive contest for supremacy of the Pacific Ocean. The subsequent results will be a competitive race for naval power."

According to the Author the supreme Asiatic danger for the United States lies in a strong Asiatic influence in Latin Central and South America:

Those rich and thinly populated countries, exercise more and more a magnetic attraction for Japan's and China's superfluous population. The probability that the yellow elements will continue to flow into these countries stands like a heavy thunder cloud on the political horizon of the Union, and this is conspicuously true as the Latin elements of the American continent are hostile in their feelings towards the United States. The louder the cry: "America for Americans" is heard in these countries, the deeper will be the resentment in Central and South America. The states of that part of the globe, especially Argentina, Brazil and Chile, interpret that phrase, and indeed with considerable right: "America for the United States". Therefore, they are looking for a confederate in their hatred of "Gringo". They naturally find one in the yellow race -- Japan, whom England first openly supported and later secretly stood by.

For these reasons, and also in adherence to Hayes's words: "the canal forms a part of our sea coast", the United States must in some form or other gain the supremacy and control of the land between the Rio Grande and the Canal Zone, although every step towards this realization increases the bitterness of the Latin States, and tends to unite them more closely in their hostile feelings against the Union.

According to the Author the immediate consequences of the Panama Canal are the following:

- (a) Greater effort of the United States to obtain supremacy of the American continent, at least as far as the Canal Zone, and possibly as far as the equator;
- (b) Intensified competition with foreign commercial powers, especially European, in the whole of Latin America;
- (c) A serious contest with Japan for the control of the Pacific;
- (d) Determination of the United States to keep its own continent free of the yellow race;
- (e) Development of American high sea traffic;
- (f) Gradual development of a pronounced imperialistic policy in the United States, carrying with it a strengthening of the Army and Navy.



Continuing in this manner the author brings up good and bad  
examples of the canal in the history. He does not  
however, consider the canal as a result of a far-reaching  
political policy, as the inner addition of the United States  
would not permit this. There are, nevertheless, many supporters  
of the military purposes of the canal. Concluding the writer says:

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the background during the immediate administration -- which  
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The author further attention to the fact that the canal  
will considerably affect the political relations between the United  
States and the rest of the world. He says:

"The day that the canal is opened the United States begins  
the general offensive against the empire of the United  
States. The canal is a competitive force for  
naval power."

According to the author the writer states danger for  
the United States lies in a strong relative influence in Latin  
America and South America:

Those rich and thinly populated countries, especially those  
and more a rapidly increasing for Japan and China's rapid  
growth population. The probability that the yellow races  
will continue to grow into these countries is a  
heavy burden along on the political horizon of the United  
States and this is consequently seen as the main element of the  
Latin American situation and hostile to that situation towards the  
United States. The danger here is: "Control for American  
is seen in these countries, the danger will be the control  
of the globe, especially Africa, India and China, 1914-1915  
great first phase, and indeed with considerable results. "America  
for the United States". Therefore, they are looking for  
opportunities in Latin America of "Africa". They naturally find  
one in the yellow race -- Japan, China, India, etc. etc.  
suggested and later society stood by.

For these reasons, and also it is asserted by the  
writer: "The canal forms a part of our defense", the United  
States must be sure to keep the canal open and control  
of the land between the Rio Grande and the Canal Zone, although  
every step towards this realization increases the bitterness of  
the Latin States, and tends to make them more closely in their  
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the Panama Canal are the following:

- (1) Greater effort of the United States to obtain supremacy  
of the American continent, at least as far as the Canal  
Zone, and possibly as far as the western coast;  
(2) Intensified competition with foreign commercial powers,  
especially Europe, in the work of Latin America;  
(3) A serious contest with Japan for the control of the  
Pacific;  
(4) Determination of the United States to keep its own  
fleet free of the yellow race;  
(5) Development of American ships and shipping;  
(6) General development of a pronounced imperialism  
policy in the United States, especially with a  
strengthening of the Army and Navy.



Concerning the significance of the Panama Canal to the rest of the world, the Author says that "the influence of the American west coast with that of Europe and East coast of Asia has been brought thousands of miles nearer." In this manner the new and thinly populated hemisphere -- younger in the sense of culture -- will suddenly become the center of a struggle to be fought out by two civilizations who will make war on each other because of the vital differences in race." The Author assumes that posterity will look upon the opening of the Panama Canal as the beginning of a new epoch, and to this he adds the prophesy, which is now especially interesting, "that other world-disturbing events will take place at that time." The Panama Canal was opened on August 15th and in the same month the European War broke out. In view of the events up to the present time these words have special weight. Continuing he says:

Historians have considered the discovery of America, which is the great land barrier between the two great oceans, as the beginning of a new epoch. Is it not reasonable to believe that our descendants will consider the year in which this great barrier was overcome, especially as other world events will probably take place about that time, as the beginning of a new epoch?

The following was written by the Author at about the same time:

The rotten old political structure of Europe is shaking. Who will be the one to push it over or set fire to it? Which will be the country to rise like the Phoenix out of the ashes? This is not only true of Europe but true of nearly all of the rest of the world. Inner and foreign problems have become so hopelessly entangled that a crisis is unavoidable. It will come! Whether it comes simultaneously with the opening of the Panama Canal, or two or three years later, does not come into consideration. It will come "propter invidian" if the quarreling cousins do not become conscious of their common mission in the twelfth hour.

We Europeans have not learned in these two thousand years to at least establish a feeling of security within the same race. The new epoch will confirm this. The Slavonic race has already recognized this. Asia opposes Europe and America! -- Christian-Teutonic against the Yellow-Asiatic culture; this is no false prophesy! The one first recognizing this truth has the advantage of securing a good start. In this contest "Survival of the Fittest" should not have any significance. It behoves the Christian-Teutonic races to get together and make themselves the "fittest".

In conclusion of his article the Author says:

.....The Panama Canal has always been a bone of contention, even before the first spade full of earth was removed. The Americans have obtained possession of it for the struggle. "Struggle" is the key-word which has hung over the canal's history and will follow it into the future.

.....The great achievement of the Panama Canal will continue to have a mighty influence until the completion of the conquest of the air which may possibly reveal new ways.



...the world, the author says that "the influence of the American west coast with that of Europe and East coast of Asia has been brought thousands of miles nearer." In this manner he has and still is populating himself here -- younger in the same way -- will suddenly become the center of a struggle to be fought out by two civilizations who will meet on each other's shores of the vital difference in time. The author assumes that posterity will look upon the opening of the Panama Canal as the beginning of a new epoch, and to this he adds the prophecy, "that other world-altering events will take place at that time." The Panama Canal was opened on August 15th and in the same month the European war broke out. In view of the events up to the present time these words have special weight. Continuing he says:

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The following was written by the author at about the same time:

The eastern old political structure of Europe is shaking. Who will be the one to pick it over or set it on fire? Which will be the country to rise like the Phoenix out of the ashes? This is not only true of Europe but true of nearly all of the rest of the world. Inner and foreign problems have become so hopelessly entangled that a crisis is inevitable. It will come! Whether it comes simultaneously with the opening of the Panama Canal, or two or three years later, does not come into consideration. It will come "properly timed" if the quarreling nations do not become antagonists of their common mission in the twelfth hour.

We Europeans have not learned in these two thousand years to at least establish a feeling of security within the same race. The new epoch will continue this. The Slavonic race has already recognized this. It has opposed Europe and America! -- Christian-Slavonic against the Yellow-Asiatic others; this is the false prophecy! The one first recognizing this truth was the advantage of securing a good start. In this contest "Whichever of the 'tiffest' should not have any objection. It behooves the Christian-Turkic races to get together and make themselves the "tiffest".

In conclusion of his article the author says:

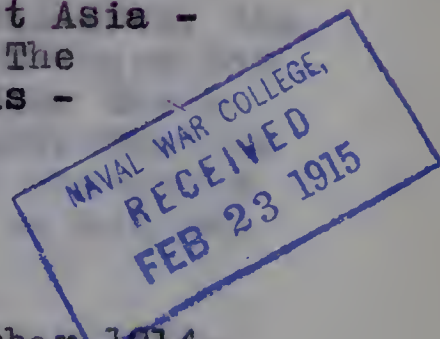
.....The Panama Canal has always been a bone of contention, even before the first spade full of earth was turned. The Americans have obtained possession of it for the struggle. "Struggle" is the key-word which has hung over the canal's history and will follow it into the future. ....The great achievement of the Panama Canal will continue to have a mighty influence until the completion of the conquest of the air which may possibly reveal new ways.



## WEEKLY POLITICAL SUMMARY

The fall of Tsingtau - The German merchant in East Asia -  
The fate of the EMDEN - A new submarine feat - The  
Turkish army against Egypt and in the Caucasus -  
Dixmund stormed - No danger of invasion in  
the East.

By Paul Michaelis.



Translated from Berliner-Tageblatt of Sunday 15 November 1914.

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The fall of Tsingtau has been received by the German people with deep sadness although with conscious pride. We all knew that it was an impossibility for our East-Asiatics, wholly alone, to preserve themselves from defeat in the long run against the overpowering Japanese attack. The possibility of communicating with the surrounded garrison did not exist at any time; and the Governor, Meyer-Waldeck, had therefore to make use of the Japanese legation in Peking to make the tragic outcome known to the Kaiser. Our small garrison force and the volunteers who hurried thither in from all over East Asia, if they did have to fail in the impossible task, nevertheless did their duty to the fullest limit of human ability and sold their lives as dearly as possible. Against the Japanese attack, reinforced by an English detachment, they made heroic resistance for more than two months. Not until the artillery fire strength of the fortifications was broken by shells from the heavy Japanese guns on land and sea were the remainder brought to their unavoidable fate.

That the Governor, himself seriously wounded, could report how by a miracle the German loss was much less than was to be expected, detracts nothing from the gallantry of the defenders. It strengthens the hope, however, that out of the fire of destruction, like a Phoenix from the ashes, Tsingtau will be awakened by German energy to new life. It was the clear-sighted work of the German merchant in East Asia which won for us on the coast of the Far East our inherent right to a "Place in the Sun". There must be anxiety lest our merchant pioneers in East Asia come to ruin with Tsingtau and therewith also the greater part of their trade conquests be lost. But if our losses cannot yet be exactly estimated, still they are not quite so bad as appeared at first. And soon after the war there will be a nucleus of experienced and storm-proved men on hand who will assist in the rebuilding of that which has fallen in ruins. For one thing above all is quite certain concerning the German people, namely, that the present loss of Tsingtau, as well as the hostile occupation of other parts of German colonies, are treated only as a temporary episode, which will soon give place to a more extended colonial activity of the German Empire. Whether it be a long or a short time to the accomplishment of this purpose, so much is certain, that Tsingtau and its heroic defenders will never be forgotten by the German people.

The small cruiser "EMDEN" also will ever live, not only among the Germans, but on the contrary, as one may say without boasting, in the whole world. The bold adventures of the "EMDEN" for months held all five parts of the world breathless. It was not only the unheard of deeds which this ship, surrounded by pursuers, could show almost day by day, and not merely also the astonishing coolness with







which the "EMDEN" closed in upon even a stronger opponent to defeat him; but rather the perfect chivalry with which the "EMDEN" behaved, which even turned the rage of the enemy into a half reluctant admiration. The pursuers have now succeeded in finding the "EMDEN" and bringing her down. We had to reckon upon its coming so some day, and we feel pain and sorrow for the crew, the greater part of whom were destroyed with the ship. But here too there is the proud satisfaction that our seamen had done their duty to the last breath; and it may give us special satisfaction that the Commandant, Captain von Müller, is among the survivors. So one may indulge the hope that his glorious career is not yet closed.

In English shipping circles they breathe easier since the news of the destruction of the "EMDEN". The insurance rates for ships bound for India went down one-half. But, if it must be granted that the activity of our independent foreign cruisers may gradually be diminished, the English still know only too well, from events hitherto, that the dead weight of our home fleet remains undiminished; and even the last week has again caused them to realize that all the precautions of the English sea-power has not availed to shield them from the German attack. Although this successful attack of the German submarine concerned only an old gunboat, it was noteworthy that the "NIGER" was surprised by her fate directly off the coast of Dover. That shows that our submarines know now, as ever, how to find and strike the enemy. England may invent tales of the blocking of the North Sea for the neutral powers, but the German Fleet does not allow its behaviour to be prescribed by the enemy, rather on the contrary dictates its own will to it.

It may be also that an end is coming to the direct sea route to India, quicker than the English Government until recently had dreamed. Already the Turkish Army has crossed the Egyptian border and is making a serious approach to the Suez Canal. They attack there the most vulnerable part of the English sea-power. It will not be a light matter for the English Government to maintain its usurped control in Egypt, with the people aroused to self-consciousness at last. The fight for Egypt will make a strong military effort necessary for England and thereby increase the difficulty of sending further force to France. If one would freely believe Mr. Asquith, England is inexhaustible in means as in soldiers. But there is a difference between soldiers on paper and in the reality. Let Mr. Asquith make the attempt to console the English Parliament with the prospect of an ultimate victory. The united German people, which fights for freedom and life, will not be overcome by grand speeches.

So far as the battlefield has yet decided, one may happily say that our position in the West is good, and we now see clearer than for some time. The very difficult fighting on the Yser and to the Westward of Lille have, to be sure, not yet brought a complete decision, but the German successes have increased more and more in the last week. We have not merely taken the strongly contested Dixmunde, but also otherwise there was scarcely a day in which a report could not be sent from headquarters of numerous prisoners taken, French as well as Indians and English. And even the enemy can no longer doubt that the whole Belgian coast as far as Nieuport is now in German hands.







Things in the East have likewise cleared up again. There is nothing to say of an invasion by strong Russian forces into our Eastern provinces. Where an attempt in this direction was made on the East Prussian border, it was successfully warded off by our troops. We may expect that when the decisive hour has struck, they will have come off with honor. In addition, from the side of Turkey, no little danger threatens the Russians. The Turkish Northern Army has already succeeded in beating the Russian main army near Köpriköi decisively, and is crossing the border in the direction of Batoum. Further successes also have fallen to Turkish bravery and to the Austro-Hungarian army, which is now engaged in breaking the Servian resistance. One may draw the happy conclusion for all of them that they go forward.





subject - Naval Battle between the English and German Fleets-Coronel, Chile, November 1st, 1914.

November 16, 1914.

"A naval engagement took place off Coronel, Chile, on Sunday, November 1st, 1914. The British Ships "Good Hope", Monmouth, Glasgow and Otranto came into action with the German Ships, Scharnhorst, Gneisenau, Nuernberg and Leipzig. The German ships put in to Valparaiso on Tuesday and state that they came into contact with the British fleet between six and seven on Sunday evening in the neighbourhood of Cape Lavapie, in very rough weather and territorial rain, when a general engagement took place resulting in the Monmouth being sunk by the Scharnhorst. An explosion also took place on the Good Hope and fire was seen to break out before the vessels separated in the darkness. Owing to the weather it was impossible to do anything to rescue the crew of the Monmouth which carried a crew of 693 when she last left Valparaiso.

The result may be attributed to the superior artillery, especially as regards the range, of the German ships, and to the heavy weather which made good practice impossible for the British ships with their comparatively low free board. The Scharnhorst claims to have hulled the Monmouth four times with her heavy guns and was only hit once with a shell that did not explode. They were hit more often by the Otranto, a fact that is attributed to her higher freeboard and greater steadiness, though owing to the distance and the lightness of the shells, the effect was not great. They acknowledge that it would have been another thing, "a harder knock", had the weather been clearer.

Since this engagement was fought there has been no news of any kind, regarding the whereabouts of the British ships that are supposed to have gotten away from the German ships owing to the darkness.

There appears to have been the usual British over confidence in the selection of the ships for this service, and a total forgetfulness of the fact that even British seamen cannot contend successfully against greater numbers, more modern vessels and longer range artillery.

#### Naval Combat off Chilean Coast.

"The long expected naval battle on this Coast occurred on Sunday evening and resulted in a British reverse. The ships in action were:

BRITISH--Good Hope, Monmouth, Glasgow, Otranto.

GERMAN---Scharnhorst, Gneisenau, Nuernberg, Leipzig, Dresden.

The Otranto is an auxiliary cruiser of about 12,000 tons. Moment unknown.

The Leipzig and the Dresden are not believed to have taken part in the engagement, although they were present.

The Scharnhorst, Gneisenau, Nuernberg, entered the Bay of Valparaiso, at 11 A.M. on Monday, November 2nd, 1914, and Admiral von Spee on landing made the following statement to the German



1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 26

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There are no further details in the report.



Consul-General:

"Four German cruisers, including the Scharnhorst, Gneisenau, fought on Sunday afternoon a little before darkness set in, a battle with English cruisers Good Hope, Monmouth, Glasgow and Otranto.

"The battle lasted about an hour and ceased owing to the darkness.

"The English were defeated.

"The Good Hope was put out of action and escaped in the darkness. Between her chimneys a large explosion was observed, while her guns were silenced.

"The Monmouth in a similar condition tried to escape, but was chased by a small German cruiser, who sunk her.

"Unfortunately it was impossible to lower boats, owing to the heavy seas.

"It is known that the Glasgow and the Otranto were severely damaged. Owing to their high speed they were able to escape in the darkness.

"The German ships suffered no damage of any importance. The Gneisenau had two men slightly wounded."

"At about 6:30 p.m., when off Santa Maria Island at the mouth of the Aruco Bay, the two fleets sighted each other. The Germans were on the inside, while the British squadron, was further out steaming South, converging slightly towards the land. The sea was very rough. The British Commander altered his course and headed in to cut the Germans off. This was great tactical error, as with the heavy sea running, coming up from the South, the ships in the trough of the sea rolled so much that it was not possible to fire nearly half the guns.

Firing commenced at a little over 9,000 yards and within twenty minutes the Monmouth was sunk. A shell from the Scharnhorst appears to have burst in one of the furnaces fired by petroleum. Shortly afterwards the Glasgow was out of action. There was a big explosion amidships, and she made off in flames. A wireless was picked up from her saying she was sinking. All the firing was done by the two big German ships. The Nuernberg merely looking on. The Glasgow and the Otranto escaped in the darkness.

"Apparently the Germans made no efforts to rescue any of the crew of the Monmouth, so some six hundred lives have been sacrificed. She was a reserve ship commissioned for the war. On leaving England she had on board twenty naval cadets of only fifteen years of age, taken from Dartmouth College and turned into midshipmen. Ten of these however were distributed amongst other ships in the Atlantic.

"The German Admiral attributed his victory to the bad tactics and shooting of the British. He stated that only 4 British shells hit the mark and that none of them burst. His statement that ships received scarcely any damage is quite correct, as while who went aboard, and English who rowed around them, corroborated this. The Scharnhorst had a hole forward of her armour plating and one of her funnels damaged. The Gneisenau had still less done to her.

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During a personal conversation with the German Minister, who visited the ships while they were in Valparaiso and who received



Continued:

"Four German cruisers, including the Scharnhorst, fought on Sunday afternoon a little before darkness set in, a battle with British cruisers. The battle lasted about an hour and ended owing to the darkness. The British were defeated. The good hope was put out of action and escaped in the darkness. Between her shipwreck a large explosion was observed, while her guns were silenced. The Scharnhorst in a similar condition tried to escape, but was chased by a small German cruiser, who sank her. Unfortunately it was impossible to lower boats, owing to the heavy seas. It is known that the Scharnhorst and the other were severely damaged. Owing to their high speed they were able to escape in the darkness. The German ships suffered no damage of any importance. The Scharnhorst had two men slightly wounded."

"At about 2:30 p.m., when off Santa Maria Island at the mouth of the Amazon Bay, the two fleets sighted each other. The Germans were on the inside, while the British were further out. The sea was very rough. The British Commander altered his course and headed in to out the German off. This was great tactical error, as with the heavy sea running, coming up from the south, the ships in the front of the sea rolled so much that it was not possible to fire nearly half the guns. Firing commenced at a little over 2,000 yards and within twenty minutes the Scharnhorst was sunk. A shell from the Scharnhorst appears to have wrecked in one of the British ships. There was a shortly afterwards the Scharnhorst was out of action. There was a big explosion amidships, and she made off in flames. A wireless was picked up from her saying she was sinking. All the firing was done by the two big German ships. The Scharnhorst, nearly looking on. The Glasgow and the Otranto escaped in the darkness. Apparently the Germans made no attempt to recover any of the crew of the Scharnhorst, as some six hundred lives have been saved. She was a reserve ship commissioned for the war. In leaving England she had on board twenty naval cadets of only fifteen years of age, taken from Portsmouth College and turned into shipwreck. Ten of these however were distinguished and were other still in the Atlantic. The German Admiral attributed his victory to the bad weather and the shooting of the British. He stated that only 4 British shells hit the mark and that none of them burst. The statement that the British received seriously and was in a bad way, as the British went aboard, and British who were around him, were reported. The Scharnhorst had a hole forward of her mainmast. One of her gunnery damaged. The Scharnhorst had killed less than 100 men."

Mr. Balfour, personal conversation with the German Minister, who visited him while they were in Argentina and who received



the report of the German Admiral, I verified the above statements.

A few other points were obtained from the German Minister:

That the range was at no time less than five thousand yards:

That the Monmouth tried to escape, but a German cruiser finally found her in the darkness, and seeing she was very near the German cruiser, turned as though to ram the German, but in making the turn the Monmouth turned turtle. It was out of the question to lower small boats, due to the very heavy sea that was running.

That one of the British shells was found, unexploded, in the cabin of one of the German Officers.

That three men were slightly wounded.

That the English ships rolled badly and were placed in a very poor position for fighting with such a heavy sea running.

That from the very first the German marksmanship was extremely good, while that of the English was very poor.

No report has been received as to the whereabouts of the Glasgow, Good Hope or Otranto, up to the 14th of Nov.

The British chartered two ships to make a search in the vicinity of the naval engagement, in hope of finding some of the bodies and the above mentioned ships, in case they had put into some of the small inlets on the Chilean Coast, but the search has been without success.

The Germans have been well supplied with provisions and coal from ships that leave a port of a South American country for a home port and then turn up in the harbor of another country without any provisions or coal. This has worked very well up to date.

One of the British Liners received a code message to leave Antofagasta and proceed to Coquimbo and Valparaiso. The Captain did not stop in Coquimbo, thereby arriving in Valparaiso a half hour before the German ships left Valparaiso. This message was sent by the Germans, who seem to know the British code perfectly.

It is also stated that the Germans have been supplied with provisions and coal from ships that leave a port of a South American country for a home port and then turn up in the harbor of another country without any provisions or coal. This has worked very well up to date.

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## The Teachings of a Battle for the British

and Chilean Navies.

November 16, 1914.

During the past few days we have heard various English gentlemen and some Chilean naval officers make diverse observations regarding the naval battle off the island of Santa Maria; but as, up to the present, there is no other account which might substitute that given by Admiral von Spee and the officers of the German war vessels, we must accept this as true, and accepting it as such, we use it as the basis for some observations, and for gathering whatever it may contain in lessons of experience.

Shortly after that assault made by one or several German submarines in the North Sea, and which deprived England of three good cruisers - the "Hogue", the "Abukir" and the "Cressy" - we called attention to the advisability of observing if in reality the submarine will be called upon to substitute the "dreadnaught" as an element of battle and in the dominion of the seas, according to an idea of Sir Percy Scott.

On taking note of that event, we affirmed nothing, but limited ourselves to recommending that events should continue to be studied carefully, as, while the incident was of great importance in itself, we did not nor could not give it the character as decisive; in our judgement the problem continued pending.

Subsequently we have seen that on other occasions, such as the bombardment that some English vessels have made against the German troops on the coast of Belgium, the German submarines have attacked those vessels without obtaining a result worthy of mention, and furthermore we have seen in the telegrams proceeding from Berlin that all the deeds realized below the surface of the sea have been attributed to a single submarine - the "U-9" - while nothing which especially attracts attention is mentioned of the others; this being the case, the resolution of that problem is still less near, as the submarine prowess is due more to the audacity, bravery and intelligence of the officer who commands it than to the efficiency of the vessel; therefore, the reason why they have not been repeated, at least with such brilliance and ease, by other commanders of submarines.

The problem continues, therefore, under study; "adhuc sub judice lis est."

But it is true that some practical lessons and of no slight importance may be taken from the naval battle of Santa Maria, taking it for granted, we repeat, that the events have occurred in the manner related.

And the first refers to the quality of the English boats which have taken part in the battle.

Each land has its climate and each sea its conditions, and it therefore follows that the instruments of fighting must be selected in such a way that they will be appropriate for the center in which they have to work, in order to be efficient; since, as it would be a mistake to send troops from Siberia to fight in the center of Africa, it is also a mistake to send low, slender and long ships to



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Shortly after that assault made by one or several German submarines in the North Sea, and which deprived England of three good cruisers - the "Bismarck", the "Goeben", and the "Cressy" - we called attention to the advisability of observing it in reality the submarine will be called upon to substitute the "Graf Zeppelin" as an element of battle and in the dominion of the seas, according to an idea of Sir Percy Scott.

On taking note of that event, we affirmed nothing, but limited ourselves to recommending that events should continue to be studied carefully, as, while the incident was of great importance itself, we did not feel that it gave it the character as decisive; in our judgment the problem continued pending.

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That land has its climate and each sea its conditions, and it follows that the instruments of fighting must be selected in such a way that they will be appropriate for the center in which they have to work, in order to be efficient; since, as it would be a mistake to send troops from Siberia to fight in the center of Africa, it is also a mistake to send low, slender and long ships to



cruise in tempestuous or ordinarily agitated seas. In England they have always believed in the truth of the name "Pacific" which has been given to our ocean, and when the Chilean naval commissions asked the British shipbuilders for wide, solid and heavy boats, they believed there that this was an error on the part of our naval men; but some three years ago, when the naval technical adviser of our Government, Sir Edward Reed, was here and navigated in these waters, he was convinced that the Chilean request was fully justified, as the Pacific Ocean becomes disturbed only too frequently, and for dominating it wide boats of great stability are needed.

In the battle of Santa Maria the practical confirmation of this principle has been seen; that region is easily one of the roughest of our seas, and there three long and slender English boats fought against four wide German boats, of wide bottoms, and the result was the natural one - while the former danced at the mercy of the waves without being able to fix the fire of their guns, the latter, which resisted the waves better, used their artillery from the first moment and to great advantage.

After this, the British Admiralty should decide to send to the Pacific boats of another form and more appropriate for the frequent agitation of these seas.

Another interesting point for observation is that referring to the target practice. In the British navy the practice always takes place during good weather, as the system of points for prizes exists, and as it is easier to obtain them in good weather, target practice under these conditions is preferred; in the German navy, on the contrary, the target practice is preferably effected during bad weather, and consequently the gunners acquire special ability for fighting during storms. We do not know the regulations of the British navy in this regard, nor of the German; we based the above only upon articles and reports in papers and magazines and upon the statements of private persons. If it is true, we have to a great extent explained the better firing of the German gunners in the naval battle of Santa Maria and the lesser accuracy of the English gunners. And therein will be found a good practical lesson for our Navy, which should not allow it to pass unnoticed.

This battle contains another valuable lesson, but which apply to us but to the English navy. Up until a few years ago, the British Admiralty had all the seas covered and attended by means of naval stations, provided with a sufficient number of vessels for the protection of British commerce and interests and as a precaution against international conflicts. But later, with the enormous growth of the German fleet, Sir John Fisher - the same who has now just succeeded the Prince of Battenberg in the Admiralty - suppressed the naval stations, weakened many points, in order to attend to the necessity of maintaining in the North Sea a fleet sufficiently powerful for realizing there, and not longer in the entire world, the old formula of Sheridan of two against one - two British vessels against one of the enemies. Thus the station of the Pacific was suppressed, like that of other seas, and for this cause a German fleet has been able to find itself in conditions of superiority over the English in our waters.

But this is of much importance to us the lesson which results from the application of the artillery in the said combat. Among us it has been often said that the ideal in the material of a fleet for the defence of the Chilean coasts is a good group of medium



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it has often said that the ideal in the vessel of a fleet  
the date of the Chilean cruise is a good group of vessels



sized cruisers, of 8,000 to 10,000 tons, and very rapid; now, after this battle, it is necessary to think well in this regard. The "Good Hope" was an armed cruiser of 14,100 tons and armed with two 9 inch guns and 16 of 6-inch; the "Monmouth", a protected cruiser of 9,800 tons, with fourteen 6-inch guns; while the "Scharnhorst" and the "Gneisenau" were cruisers of 11,400 tons, with eight 8-inch guns and six 5.9 inch guns. When the battle began - at 10,000 meters - the "Monmouth" and the "Glasgow" were useless, as their 6-inch guns have very little efficiency at that distance; there remained only the "Good Hope" on the side of the English, which was of use, which presented two 9-inch guns against twelve 8-inch guns of the German cruisers; and even if the battle had been fought in good weather, the English vessel, with the best of firing, would have returned two shots for every twelve that she received. It is true that at 6,000 meters the conditions would have changed; the German cruisers would have presented on the starboard side six 6-inch guns against eight of the "Good Hope", eight of the "Monmouth" and two of the "Glasgow", all of 6-inch, that is, six muzzles against eighteen; but the Germans had already won the "Queen vive", as is commonly said, and seriously wounded their enemies. From this is deduced the advantage of the large artillery, which the medium sized cruiser cannot carry, because its own conditions prevent it.

And of as much importance as the preceding teaching, or even greater, is that which refers to the positions of the guns and which has already been spoken of in articles in this paper. The "Good Hope" had eight 6-inch guns on each side, distributed in pairs in casemates and placed in such a way that the two guns could be used at the same time, but with a heavy sea it was necessary to withdraw the lower gun towards the interior and to even close the port hole to prevent the water from entering; consequently the four guns of the lower row were completely lost, and only the four of the upper row could be used. In this way, on account of the storm, the three English vessels had available ten 6-inch guns (4 of the "Good Hope", 4 of the "Monmouth" and 2 of the "Glasgow") against six of the two cruisers of the enemy.

The drawings which accompany this article show the installation of the guns of the "Good Hope" and of the "Gneiseau".

This question, as is seen, is of the greatest importance, as the position of the guns decides the power of the vessel; a great battleship of 30,000 tons with casemates close to the water line, engaged in battle in the midst of a storm, might be at the mercy of a cruiser of 12,000 tons, if the latter has its guns placed high and free from the action of the waves; it is the impotence of the strong against the weak.

And has this rule been taken into consideration in the distribution in the construction of the Chilean vessels? in what form has the installation been made in the "dreadnaughts" ordered by our Government, above all in the one which has not yet been taken by the British Government? The low installation is characteristic of the generality of the English vessels; has it not also prevailed in the vessels ordered by Chile?

Many other lessons might be gathered from the naval battle of Santa Maria - a real experience, of much greater value than the skirmishes of the North Sea - and our naval men should take advantage of them; but it is not for us to make an analysis of them, but it is a subject for specialists.

MARSHALL.



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19SUBJECT EUROPEAN WAR 1914. CRUISER SQUADRON ACTION  
OFF THE CHILEAN COAST.

From Z No. 379 Date November 19, 1914. 19

Replying to O. N. I. No. \_\_\_\_\_ Date \_\_\_\_\_, 19

The following is the official report given out  
as to this action. Owing to difficulties of communication further  
information may be a long time in coming :-

" On the 1st of November S.M.S. "SCHARNHORST",  
"GNEISENAU", "LEIPZIG", "DRESDEN" met the English  
cruisers "GOOD HOPE", "MONMOUTH", "GLASGOW" and the  
auxiliary cruiser "OTRANTO". S.M.S. "NUERNBERG" was  
detached during the engagement. The fire was opened  
at long range with a high sea and the artillery of the  
hostile ships was silenced in 52 minutes; at the  
beginning of darkness the firing was discontinued.  
"GOOD HOPE", severely damaged by gun fire and explosion,  
was lost sight of in the dark. "MONMOUTH" was found  
by the "NUERNBERG" on her flight; she was fired at  
and capsized. Saving of the crew was impossible on  
account of the heavy sea and lack of boats. "GLASGOW",  
apparently slightly damaged, escaped. The auxiliary  
cruiser took flight out of the firing range right  
after the first hit. There are no losses on our side  
and only unimportant damages.

The Acting Chief of the Admiralty  
Staff

Behncke."



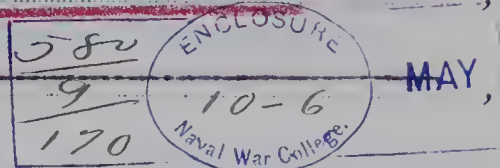


*Not to be returned.*

SUBJECT MINES IN THE NORTH SEA.

From Z No. 391 Date November 30, 1914.

Replying to O. N. I. No. \_\_\_\_\_ Date \_\_\_\_\_



Reference:- Z-384 of October 7, 1914.

The following statement is given out in regard  
to German mines and minelaying methods:-

" GERMAN ANSWER TO THE ENGLISH MINE PROTEST."

The German Government has communicated, as semi-officially reported, to the neutral powers a reply to the protest of the British Government against the laying of German mines in the North Sea. In this protest the assertion was made that these mines were laid contrary to the provisions of international law at sea, that they were laid in inadmissible places, that they were not thoroughly anchored and guarded, and that the neutrals had not been informed about according to the rules. The German Government, among other things, replied as follows:- The Eighth Hague Agreement of October 18th 1907 relating to the laying of submarine automatic contact mines to which England refers, has not been ratified by Russia with which England is allied; from a standpoint of international law at sea it would therefore not be binding by any of the participants. Yet, the German Government has voluntarily bound herself to the provisions of the agreement with the exception of Article 2 which Germany as well as France have expressly reserved. The assertion of the British Government that these regulations have been violated on the part of Germany, is denied in the most emphatic manner.

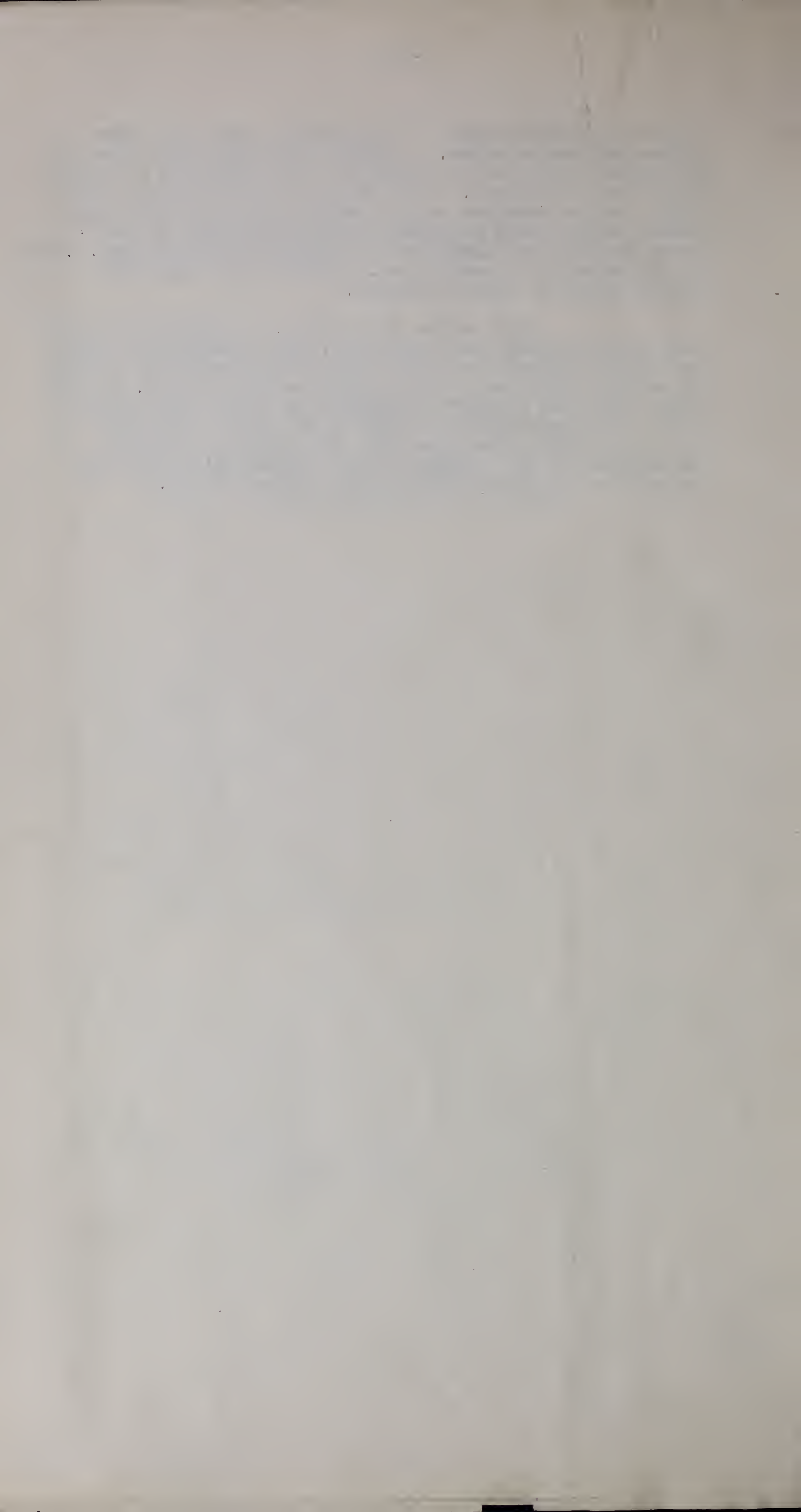
That the German mines were laid by fishing boats, probably even under a neutral flag is entirely untrue, they were laid exclusively by German war craft. How far from the coast and the ports of the enemy mines may be anchored, is not designated in the Agreement, is also not fixed by international usage; the English statements regarding the distances of German mines from the threatened coast line are excessive, on the contrary these mines have been laid as close as the anchoring grounds and the condition of the coast permitted. No German mine has been laid in any of the water courses leading from the high sea to a neutral port. On the part of Germany these mines have been anchored with the greatest care. If some of them have been torn loose from their anchorages in consequence of strong currents of storms and set to drifting, they have been far less numerous than those laid by England which have drifted to the Belgian and Dutch coasts and caused serious damage by their undiminished explosive charges. The duty to safe-guard a mine can only be obligatory for the party at war as long as the party controls this part of the theater of war in which the mines were laid in conformity with the provisions of international law. This duty applies generally only for defensive, but not for offensive mines. The German Government under date of August 7th 1914 has sent a communication to all neutral powers





that the water courses to the English ports had been closed by German mines. Neutral shipping knew therefore of the existence of the mines and the locations in which they may be expected. The British protest is evidently only a means to cover up the serious violations of the London Declaration regarding international law at sea which England has committed in closing the North Sea, which in its economic consequences, amounts to practically a blockading of neutral coasts.

The German Government, in adopting measures called for by military necessity, has attempted to carry out these measures so as to reduce the danger and injury to neutral shipping to the lowest possible limit. On the other hand the attempt of England to crush vital neutral interests cannot be justified by military necessity as it is in no connection with any warlike measures, and is simply for the purpose to hit the enemy's political economy by paralyzing legitimate neutral trade."





DEPARTMENT OF THE NAVY,  
GENERAL BOARD,  
WASHINGTON.

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CONFIDENTIAL.

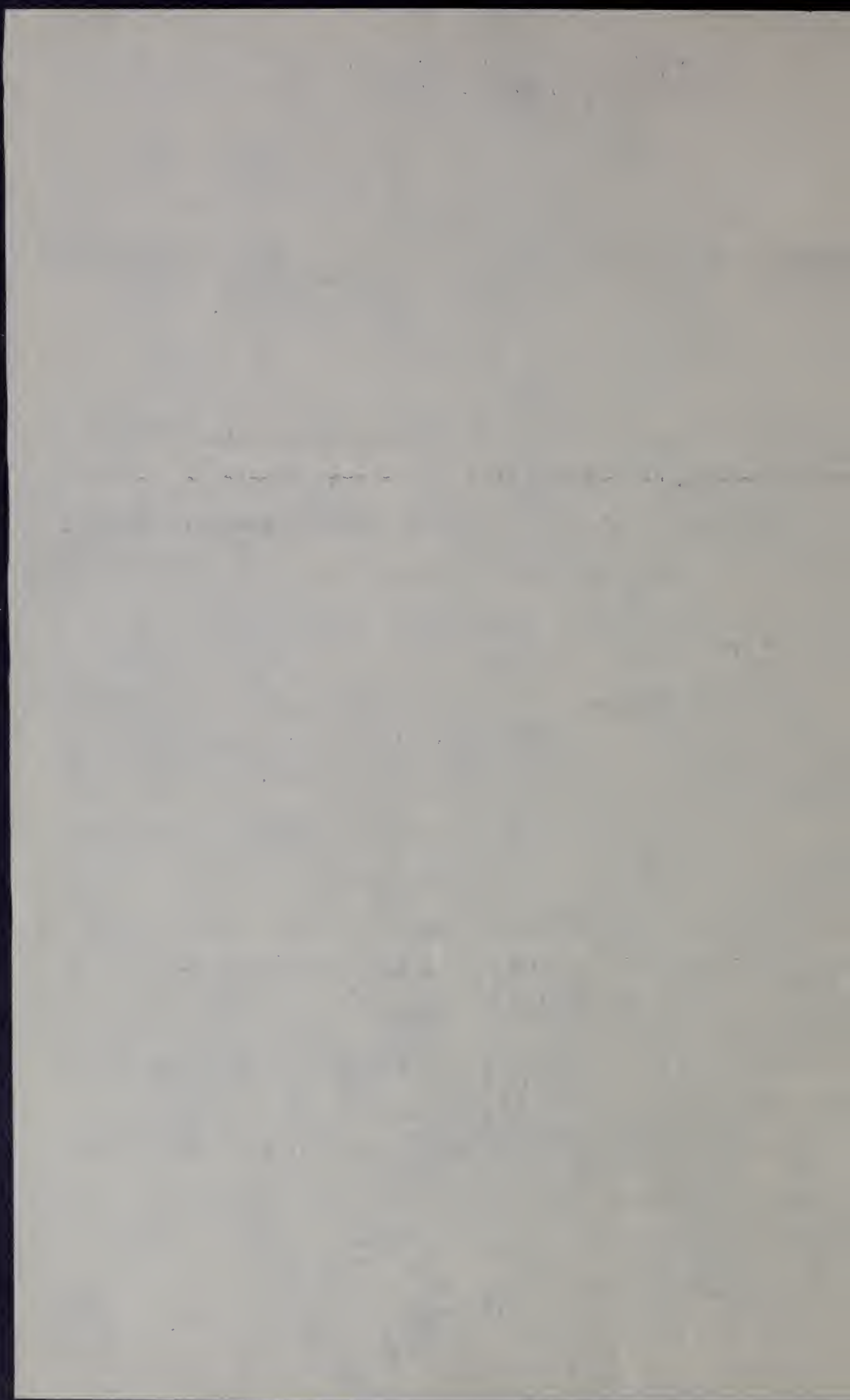
November 30, 1914.

MEMORANDUM FOR REAR ADMIRAL KNIGHT.

In accordance with your request, I forward herewith substance of remarks by Commander Belknap before the Executive Committee of the General Board on November 20th.

*E. H. Campbell*

Commander, U.S. Navy,  
Secretary General Board.





CONFIDENTIAL

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November 20, 1914.

Substance of remarks by  
Commander R. R. Belknap, U.S. Navy, before the Executive Committee of the General Board on the subject of Observations in Germany - August 26 - Oct. 21, 1914.

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The German authorities in granting permission to visit Wilhelmshaven, stipulated that no reports should be sent in until permission was granted. This had reference to written reports, and therefore I ask that my remarks be held confidential within the General Board.

Arrived Berlin August 23, 1914.

Obtained authority to go to Wilhelmshaven, the principal German base on North Sea, and arrived there the afternoon of August 26, two days before the naval fight off Heligoland.

Was shown about the station that afternoon. Had made several visits to Wilhelmshaven four years previously, and was able to observe the difference between peace conditions and war conditions. The difference was surprisingly small. The German organization is based on war conditions, so that as little change as possible occurs on a transition from a condition of peace to that of war.

Was struck by the large number of enlisted men ashore. Many reservists are assembled there. Many are employed in various ways about the dockyard. About 70,000 men there, besides those in the ships.

# ARTICLE 2

1911, 1912, 1913

1. The purpose of this article is to provide for the establishment of a permanent fund for the benefit of the people of the State of New York.

2. The fund shall be established by the appropriation of the sum of one million dollars from the general fund of the State of New York for the year 1911, and the sum of one million dollars from the general fund of the State of New York for the year 1912, and the sum of one million dollars from the general fund of the State of New York for the year 1913.

3. The fund shall be managed by the Board of Regents of the State of New York, who shall have the honor and duty to invest the same in such manner as to produce the largest possible return thereon, and to pay the interest thereon to the State of New York for the benefit of the people thereof.

4. The Board of Regents shall have the honor and duty to report annually to the Governor of the State of New York the amount of the interest received by the State of New York from the fund, and the amount of the principal of the fund.

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Went into the clothing factory, and boot factory where many reservists are employed and where they are turning out 750 pairs of boots a day.

The reservists are also used to assist the crews of ships when they come in from a cruise; for coaling and supplying the ships, etc., in order that the regular crews may obtain rest and recreation and be fresh when starting for the next cruise.

The German officers talked freely on all subjects except tactics and strategy; on these subjects they were very guarded in their remarks.

We were permitted to see all we chose, except possibly some features of their mines.

Went on board battle cruiser MOLTKE (Captain v. Levetzow), which was cleared for action with the crew at battle stations. We were shown everything, including conning tower, central station, turrets, fire control tower, and torpedo room, and all questions asked were answered.

The same applies to the STRASSBURG, latest type of scout cruiser, (Comdr. Retzmann). She was just back from a cruise of about 30,000 miles to South America with Prince Henry.

When she arrived at the Azores on her return, about July 27, received word of critical political condition, and was ordered to return as soon as possible. She steamed at 20 knots from the Azores to the English Channel, there fell in with the whole British fleet, and was accompanied by about 24 destroyers through daylight of July 31. She steamed at 26 knots for eight hours, in order to get through the Straits of Dover before dark; then





slowed to 20 knots until arrival at Wilhelmshaven, early on the morning of August 1, total distance 1980 miles.

She had been out in the North Sea twice since then and on the day she was visited, August 27th, was ready to go out again. She had not been docked between December, 1913 and her return to Wilhelmshaven August 1, and had during that period only such overhauling as she could do herself in port. Machinery was in good order.

She was designed for 27-1/2 knots; made 28 on trial, and on the run mentioned did within 2 knots of her best.

Fuel is coal.

STRASSBURG - 12 - 4" guns.

2 - anti-aircraft guns, about size of 3-pdrs. of machine gun or automatic gun operation.

Submerged torpedo tubes forward nearly under the conning tower.

Radius of action about 3500 miles at 20 knots.

No arrangement for carrying aeroplanes.

Radio installation - 3 and possibly 4 aerials; battle cruisers have 5 aerials.

12 radio operators on Strassburg,

16 signalmen.

Sufficient radio power for distant scouting.

Some scouts are fitted with flag officers' quarters; a squadron of about three or four scouts to a flag officer.

The principal noteworthy feature of the ship is that she was apparently designed for use, and has been used, as a mine layer, in conjunction with or addition to her primary use as a scout cruiser. This is a radical change in this type of ship, the previous ships of this type were not so designed.

There is a long clear sweep of roomy gangway on each side, with a portable track (part of which was seen in place) made in sections of a size easily handled by two men.

The first thing I noticed when I stepped out of the car was the cold. It was a sharp contrast to the warm blanket I had been sitting under. I looked up at the sky, which was a pale, hazy blue. The air smelled like wet earth and distant fires. I took a deep breath, feeling the cold air fill my lungs. I was alone in the vast, open landscape. The horizon was a straight line in the distance, and the ground was a mix of dirt and sparse vegetation. I felt a sense of isolation and wonder. This was a new world, and I was the only one here.

I walked for hours, my feet sinking into the soft ground. The sun was low in the sky, casting a warm glow over the landscape. I saw a small stream in the distance, and I walked towards it. The water was clear and cold, and I drank from it. I felt a sense of relief and satisfaction. I was alive, and I was here. I looked back at the way I had come, and I saw a small village in the distance. I knew I had to go back there. I had to tell them what I had seen. I had to tell them about the world I had discovered.

I walked back to the village, and I saw the people. They were looking at me with curiosity and fear. I told them what I had seen, and they listened. They were amazed and scared. I knew I had to be brave. I had to tell them the truth. I had to tell them about the world I had discovered. I walked back to the car, and I got in. I started the engine, and I drove away. I was alone in the vast, open landscape. The horizon was a straight line in the distance, and the ground was a mix of dirt and sparse vegetation. I felt a sense of isolation and wonder. This was a new world, and I was the only one here.

I drove for hours, and I saw the same landscape. The sun was low in the sky, casting a warm glow over the landscape. I saw a small stream in the distance, and I walked towards it. The water was clear and cold, and I drank from it. I felt a sense of relief and satisfaction. I was alive, and I was here. I looked back at the way I had come, and I saw a small village in the distance. I knew I had to go back there. I had to tell them what I had seen. I had to tell them about the world I had discovered.



There was space for about 100 mines in each gangway, of the regular anchored type. The guns could be used with the mines in place. The tracks can be placed and the mines put on board Comdr. Retzmann said in about 1/2 an hour. The mines are each in a crinoline stand, and the whole thing, anchor, line, mine, etc., is self-contained, so that when launching the mine there is nothing to entangle the propellers. There is a slight stern overhang and the after part of the ship for about five feet slopes downward, for shooting the mines clear.

She has a 4" armor belt from abreast the machinery spaces to the stem. Forward this armor runs well up above the bow wave line. She has a 2" protective deck, and great faith is placed in her buoyancy. Very good subdivision below. No piercing of main bulkheads anywhere. They are very particular about it. Where a door is necessary in a passageway which must be kept open below, the door itself is doubled and held shut by springs, so that it is normally closed, though not dogged, and water pressure on either side would only tend to close it tighter.

The Germans seem to have exercised special care in the development of the under water protection, particularly so in the fore part of a ship.

Their ships that have been hit by torpedoes and mines have kept afloat longer than was expected.

The HELA, altho struck by a torpedo, remained afloat for a half hour and would not have sunk but that the dogs on one of her water-tight doors gave away. She was launched 19 years ago.





The MAINZ, though struck by a torpedo and badly damaged by gun fire was not in a sinking condition; she was blown up by her own people.

Great attention is paid to leak stopping. On the MOLTKE there were three groups of men, about 8 in each group, one forward, one amidships and one aft, with leak stoppers of various sizes.

On the MOLTKE there was an electric pump well below the water line, well forward for pumping out in emergency.

Periodic tests are made on all ships of flooding various compartments, and drills are conducted with compartments flooded and ship listed. See recent report on this in O.R.I.

MINES. - Our Ambassador was informed officially that the Germans had not laid any floating mines. The mines laid are the ordinary anchored mine; they can be connected by lines if so desired; they are active until picked up or they break adrift. The suggestion that German submarines have been employed for mine laying has been ridiculed by some German officers.

MIKE SWEEPING. - The Germans have a very complete organization for mine sweeping. The fleet will not move until the channel is swept before them.

Many trawlers are used for this and patrol and other purposes. Some of them taken into service have the same crews as were on board them when used for fishing; their crews all belonged to the Reserve.

WILHELMSHAVEN. - The main fleet is based on Wilhelmshaven.

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The ships are anchored off the port station, which is about 40 miles distant from the Kiel Canal.

They are possibly protected by boom and net defense near the Jade channel entrance, but there was nothing ascertained about this.

Saw many fish nets near the mining storehouse and they are undoubtedly used for protection against floating mines and in sweeping for them.

The dockyard furnishes boat service for the ships of the fleet. Scouts keep two davit boats; battle cruisers and battle-ships none, except one folding boat stowed behind armor.

PATROL OF NORTH SEA. - The Germans are not patrolling the North Sea but send ships out for occasional raids.

The ships go out in groups of one or two scout cruisers and one or more flotillas of destroyers. By day the destroyers keep ahead of the scouts and the reverse position is taken at night, that is, scouts ahead of destroyers.

Zeppelins have been used for scouting.

The losses in the battle of Heligoland were probably due to over-eagerness on the part of the Germans.

PREPARATION OF SHIPS FOR BATTLE. - All serviceable ships are in commission.

Even some old ships that were last in commission in 1908 or 1909, and that have been replaced by new constructions, have been recommissioned.

The complements have been increased by about 20 per cent above the peace complements.





The MOLTKE had 250 men added, bringing her complement up to 1300 men.

The STRASSBURG had 80 men added, bringing her complement up to 450 men.

The destroyers have one extra man for radio operators, to make four watches on each boat, and one good fireman extra for each boiler to enable them to keep up high speed continuously.

The ships are all thoroughly cleared for action; the MOLTKE had but one boat, a folding boat stowed behind armor.

Nothing but life preservers for rescue of crew.

On the destroyers, life preservers are hung about the smokestacks, each numbered and assigned to a man.

BATTLESHIPS vs. SUBMARINES. - A considerable weight of German naval opinion considers that the battleship is on the defensive; but they are still inclined to retain them, with improved internal subdivision and other under water protection. They have long been working towards the latter end. They are continuing their battleship and cruiser construction unabated. Prince Henry rather heads the pro-submarine, anti-battleship opinion. His standing in the service as a professional authority is not high. That is the impression I have always received from officers concerning him.

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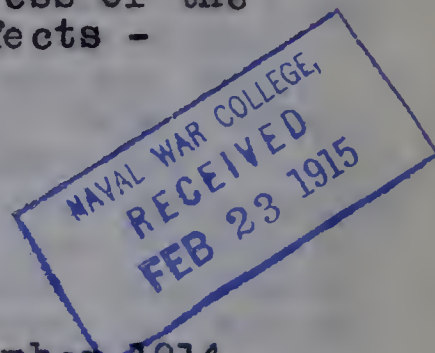


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22

WEEKLY POLITICAL SUMMARY

The success in the Eastern Theatre of War - Progress of the  
Turkish Army - The "Holy War" and its effects -  
Germany and Ireland - Financial  
War Preparedness.

By Paul Michaelis.



Translated from Berliner-Tageblatt of Sunday, 22 November 1914.

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The whole of the last week heavy fighting has taken place in the eastern theatre of war over the long front from the East Prussian frontier through Russian Poland to Galicia. Even to this moment the general result is not yet to be seen. We know, however, by the reports from the superior army headquarters and of the Austro-Hungarian general staff that our troops have pushed forward successfully at various points. The success near Wloclawec especially, by means of which the opposing Russian army corps was thrown back to beyond Kutno, marks a new height in the glorious history of the German Army. Here alone, besides other booty, 23,000 were taken prisoners. Moreover, the Russian troops operating on the East Prussian border and on the right bank of the Weichsel could be thrown back and they lost 5,000 captured; and the Austro-Hungarian troops have already taken 7,000 Russian prisoners in the fights of this week. From results hitherto, the agreeable conclusion may be drawn that nothing more can be said of a menace to the German border by the Russian army, and further that all requirements exist preparatory for a general offensive by our troops. That Colonel-General Hindenburg will carry his difficult task through to a happy ending they are convinced in Austria as well as with us. He uttered to the representative of the New Free Press two sentences which are indicative of his strategic grasp - "Numbers, even superior numbers, are not decisive, and in the arena of the present war less so than before." And again he expressed himself against sentimentality in war with the words: "The most humane warfare is and will continue to be that which leads quickest to peace." One may trust that all in his part will be done in the sense of these words, to assist in bringing about a successful peace as early as possible.

The Russians already by their own declaration are weary. And together with the armies of the two allied monarchies the Turks have joined, to make them still more weary. Though the time is so short in which the Turkish troops have entered into the fight, they have made it plainly evident that the Powers of the Triple Alliance have here an opponent not to be lightly estimated. The Turkish fleet in the Black Sea could vigorously clear away some of the Russian ships of war and chase the rest to Sevastopol. In the Caucasus the Russian troops have again been beaten, while the Turkish troops on the Egyptian border have already crossed the greater part of the Sinai peninsula and drawn critically near the Suez canal. Moreover, on the Persian Gulf the English can ward off the Turkish attack in the long run only with difficulty.

In that connection, the movement among the Mohammadan people threatens to affect a great part of the English, French, and Russian areas in Asia and Africa. The holy war is proclaimed from Constantinople and the Green Flag of the Prophet has been unfolded by the Caliph. That is the extreme means at the Sultan's disposal







as the spiritual head of all believers. For centuries there has been no resort to this last possibility. Now it has also been given out in Constantinople that it is a decisive matter of the highest significance. If the Powers of the Triple Alliance succeed this time in subduing Turkey, they will not leave off until Turkey shall have ceased to exist. On the other hand, perhaps Turkey may not again have an equally favorable opportunity to shake off the pressure of the Entente Powers permanently and thereby secure the possibility of a Turkish rise. It may thereby be pointed out with satisfaction that it is not in the original sense that the "holy war" is declared this time, in so far as it meant a general war upon all unbelievers. Not ~~only~~ merely have Germany and Austro-Hungary been expressly indicated in the Fetwa-i-Scherif as the saviors of Turkey, but the Italian possessions in Africa also have been exempted. But directly with this limitation the call of the "holy war" may be taken up with greater spirit by all Mohammedans, and it will little help the English and French that they seek to hinder their spreading over their colonies. The flame of revolt will nevertheless flare up everywhere that Mohammedans live. Already are signs of it not wanting in Persia and Morroco, as in India. Further effects may make themselves noticeable in a time not too distant.

The separation and new grouping of nations which declared itself at the beginning of the present world war, may in its course perhaps be still farther extended than can yet be foreseen. One may at least not overlook the fact that England and Ireland have a spectre in their own house. Hitherto it has been limited to the sympathetic expressions of the Irish in America for the German cause and to the refusal of any war service on the part of the Irish people. Further the English Government strongly endeavored to awaken in Ireland a fear concerning the attitude of the German Empire in the event of a German victory. It was very clever that the acting Secretary of State of the Foreign Office speaking for the Imperial Chancellor could completely allay the doubts of that kind on the part of the Irish nationalist, Sir Roger Casement. Germany wishes for Ireland and her people only national welfare and national freedom. There has never been any intention of capture or of destroying establishments of any kind whatever in Ireland. This explanation will help to show that the latter doubts, which have perhaps existed in Ireland against us, are groundless, and will thereby heighten the Irish wish for the German cause.

However the further course of the war may shape itself, it is already quite clear that it demands of the participating powers the highest requirements in military regard as well as in financial. The English Government secured from the lower House in the last week authority to call to arms a second million men in addition to the first million already provided for, and to the first loan issued on the 8th of August of 100 million pounds to add a further 225 million pounds. The French Government will likewise probably require from the Parliament a sum of ten milliards of francs (two billion dollars). The Allied Monarchies also are engaged in strengthening their financial war equipment. In Austro-Hungary the subscription to the great war loan is already in favorable progress. Similarly the German government will lay before the Reichstag, assembling on December 2nd, a new estimate for five milliard marks (1,250 million dollars) for its approval. It is true that the German Government in this connection finds itself in a favorable situation since the war loan with its







yield far in excess of four and a half milliards marks is not yet used up, so that for a considerable time they could refrain from a new loan. Since, however, it cannot yet be foreseen how long the war will last, it is necessary to prepare for its further duration. We may expect at the same time from the Reichstag session before mentioned an expression of the unanimous resolution of all considerable elements, that the German people now as ever is determined to hold out in this war until the accomplishment of an honorable and lasting peace.





*Need not be returned.*

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NOV 2 1914

RECEIVED

*SUBJECT* Torpedo boats and Destroyers

of whatsoever nationality forbidden to approach within at least

From *T* No. 312. 4000 meters.

Date November 24, 1914., ~~1914~~

Replying to O. N. I. No. -----Date -----, ~~1914~~

1. Peremptory orders have been issued forbidding any torpedo boats of whatsoever nationality to approach within at least 4000 meters, of any Italian war ship, either during the day or at night, without first making itself known by means of its proper code signal, and being duly recognized.

2. Should these regulations not be observed, and such torpedo boats continue to advance towards said warships, they will be fired on, after being first warned of the intention to open fire upon them.

3. It has been further ordered that no torpedo boats or destroyers shall have the right to enter any of the Italian ports, nor shall any war ship of other nationality than Italian enter such ports without first making themselves known and be duly recognized by the Italian authorities.

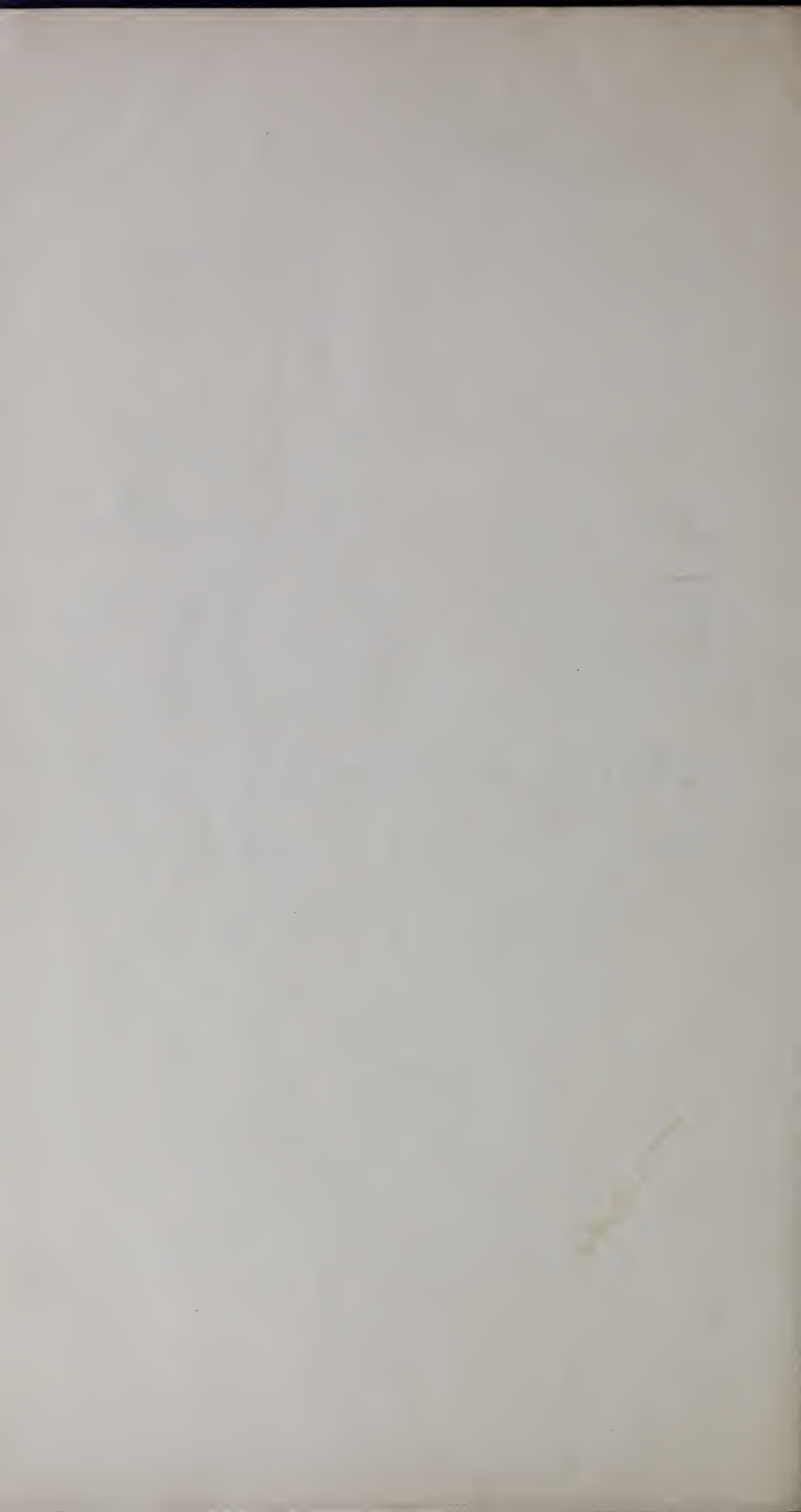




MINISTERO DEGLI AFFARI ESTERI

Roma, 11 17, Novembre, 1914.

Il Regio Ministero degli Affari Esteri ha l'onore di informare l'Ambasciata degli Stati Uniti d'America in Roma, che sono stati emanati ordini perentori per impedire a qualunque silurante battente qualsiasi bandiera di avvicinarsi alle nostre navi a meno di 4000 metri sia di giorno che di notte, senza essersi fatte riconoscere col nominativo; che contro di esse, previa intimazione, sarà aperto il fuoco, se continueranno ad avvicinarsi, e che infine a nessuna silurante o cacciatorpediniere è lecito l'entrare nei porti nazionali, e che le navi da guerra non dovranno entrare se non dopo riconoscimento.

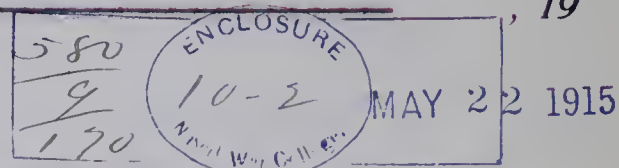




S11  
.25  
(1)**SUBJECT** NOTES ON NAVIGATION IN THE NORTH SEA.

From **Z** **No.** **382** **Date** **November 25, 1914.**, 19

Replying to O. N. I. No. \_\_\_\_\_ **Date** \_\_\_\_\_, 19



From conversations with the naval authorities at The Hague and with some shipping men of Rotterdam about the 21st of November 1914, I was told that Dutch shipping entering and leaving the ports of Holland have not so far followed the English advice to go by way of Farn Island, Cape Lindismans and then back to the Dutch coast.

The ships bound to the Dutch coast have gone to Dover, thence under British pilotage through the mouth of the Thames after which they cross over from Galloper light vessel giving the British mined area, which extends to Lat. 52° 40' a berth.

The Flushing boat runs over these waters daily and the Dutch government keeps vessels on the lookout for floating mines along this line and also patrolling its own coast.

The crossing is all done in the day time and a sharp lookout must be kept for drifting mines.

The Dutch naval authorities told me that they had recently, after a heavy S.W. gale, had about 50 mines drift on to their South West coast. All but two were English mines and the two were French.

They refused to show me the mines and I have conflicting reports as to their being safe after breaking adrift. The authorities say they have such safety devices and the steamship men say that if they have, they do not all work, as several had accidents have occurred.

Through the Legation at The Hague I have asked for an explicit statement on the point and expect to get further information. The mines were of the following types:- Vickers,





Bruguet and <sup>Sautte-</sup>~~Santhe~~ Harlé.

I do not believe the Dutch have much confidence in the working of the safety devices themselves as they shoot at them when sighted, *without trying to tow them in or pick them up.*

The following information from the German Foreign Office has been furnished our Embassy:-

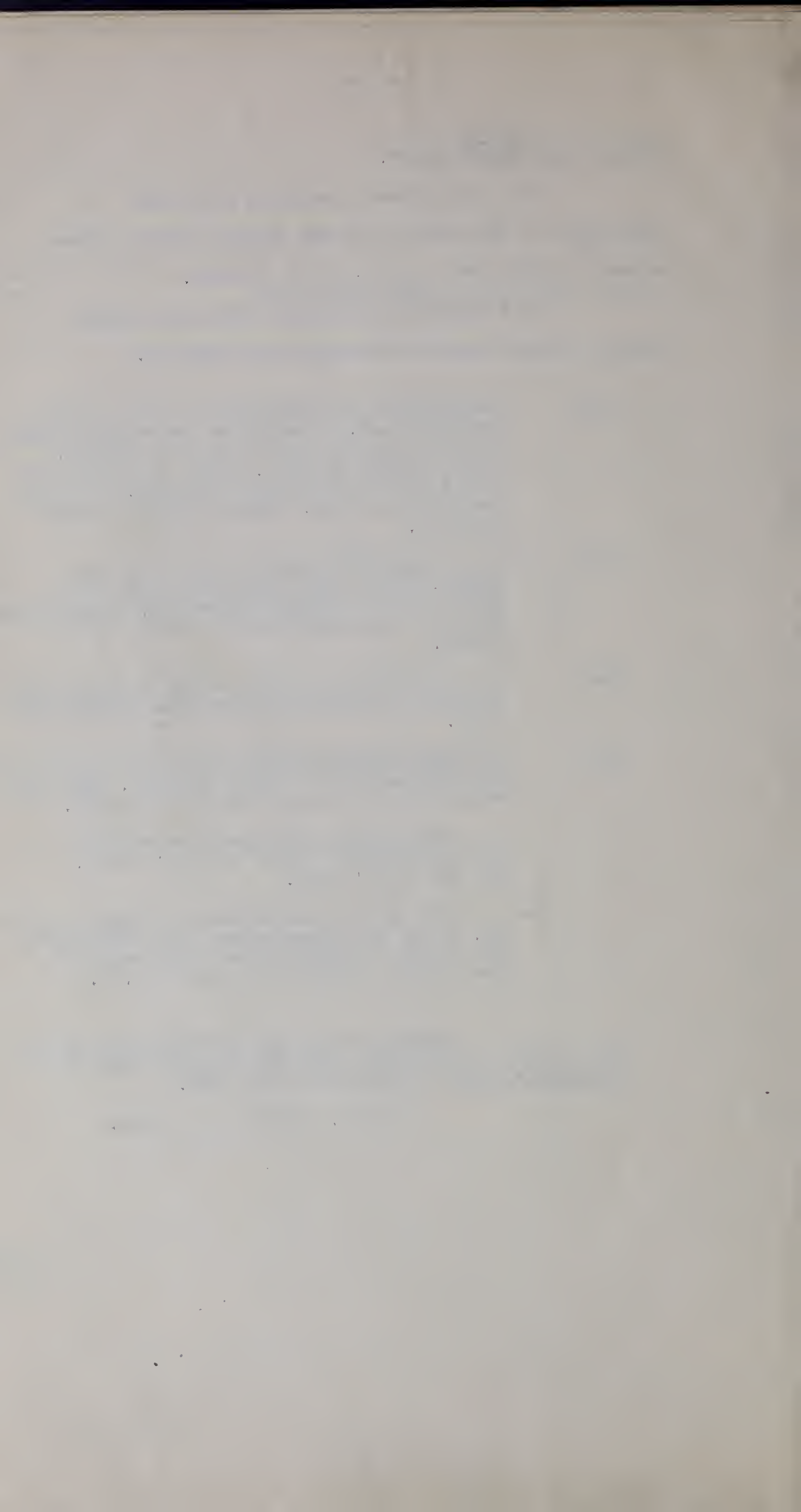
- (1) Steamships are permitted to make for the German coast, to enter or leave the mouths of rivers only from sunrise to sunset, and in clear weather. Ships attempting to point for the coast in the dark, in foggy or thick weather, run the risk of being shot at.
- (2) All commercial steamers bound for the Eider, Elbe, Weser and Jade must first point for the Liestertief-Buoy; those bound for the Ems should make directly for its mouth.
- (3) In the interest of the safety of the ships, a pilot is obligatory from the Listertief-Buoy.
- (4) If ships cannot obtain pilots on account of bad weather or for other reasons, they must either anchor or put out to sea again.

The approximate location of the Listertief-Buoy is 55° 3 3/4' north, 8° 17 1/2 ' east.

For the rest references is made to issue No. 59 of the "Nachrichten für Seefahrer" of the 4th instant, pages 1006 and 1007, two copies of which are attached. "

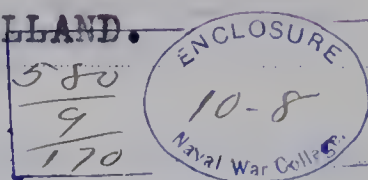
American shipping interests can obtain any further information from the "Nachrichten für Seefahrer" which is accessible to them.

Berlin, November 14, 1914."





SUBJECT SUBMARINES TO BE BUILT BY HOLLAND.



22-1915

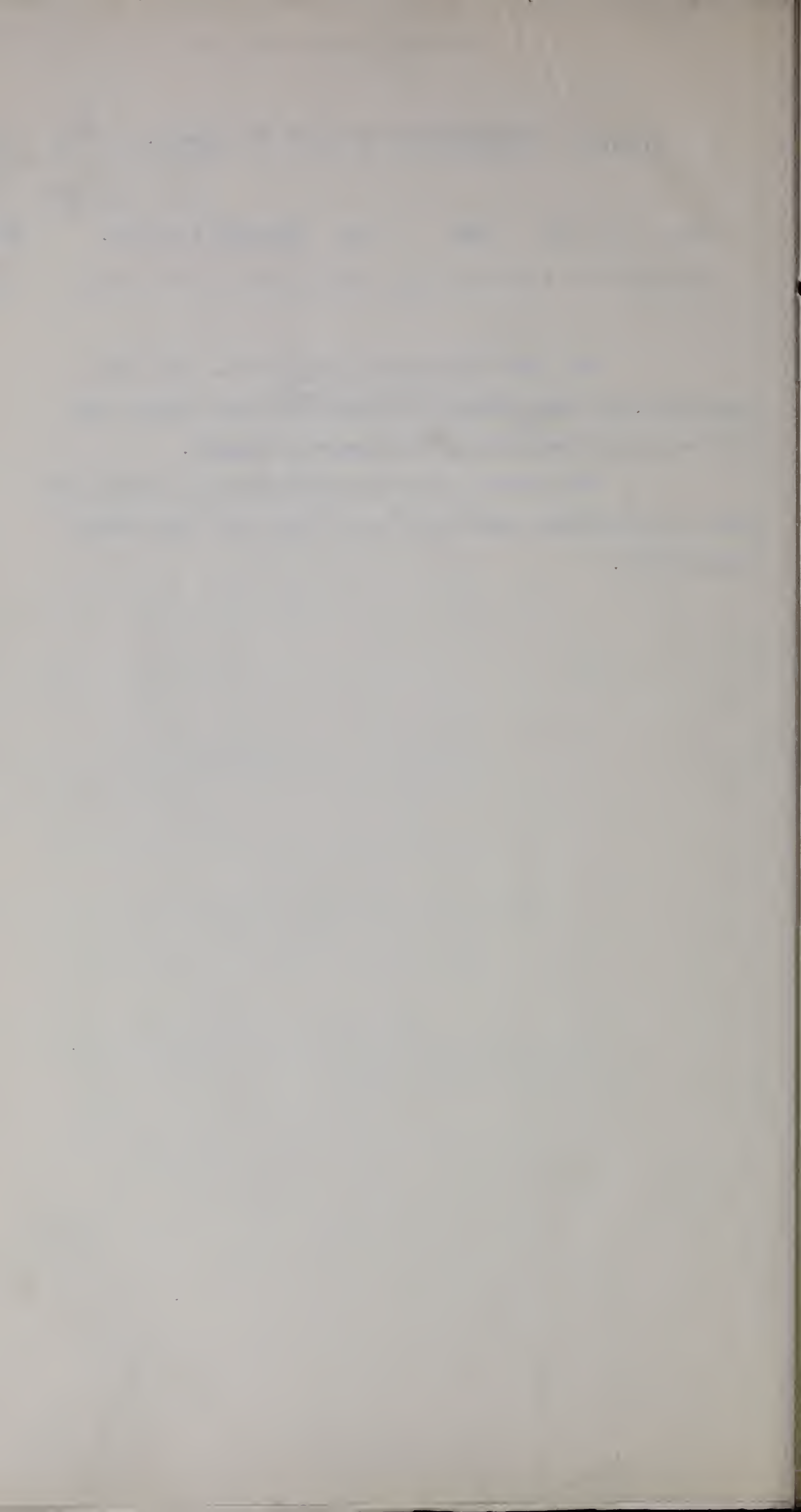
MAY 19

From Z No. 381 Date November 25, 1914.

Replying to O. N. I. No. \_\_\_\_\_ Date \_\_\_\_\_, 19

The Dutch Government are about to build two submarines, one from plans of the Electric Boat Company and one from plans furnished by the Denny-Hay Company.

Both boats are to be constructed at a Government Works in Holland and each is to be of about 700 tons surface displacement.





*Need not be returned.*

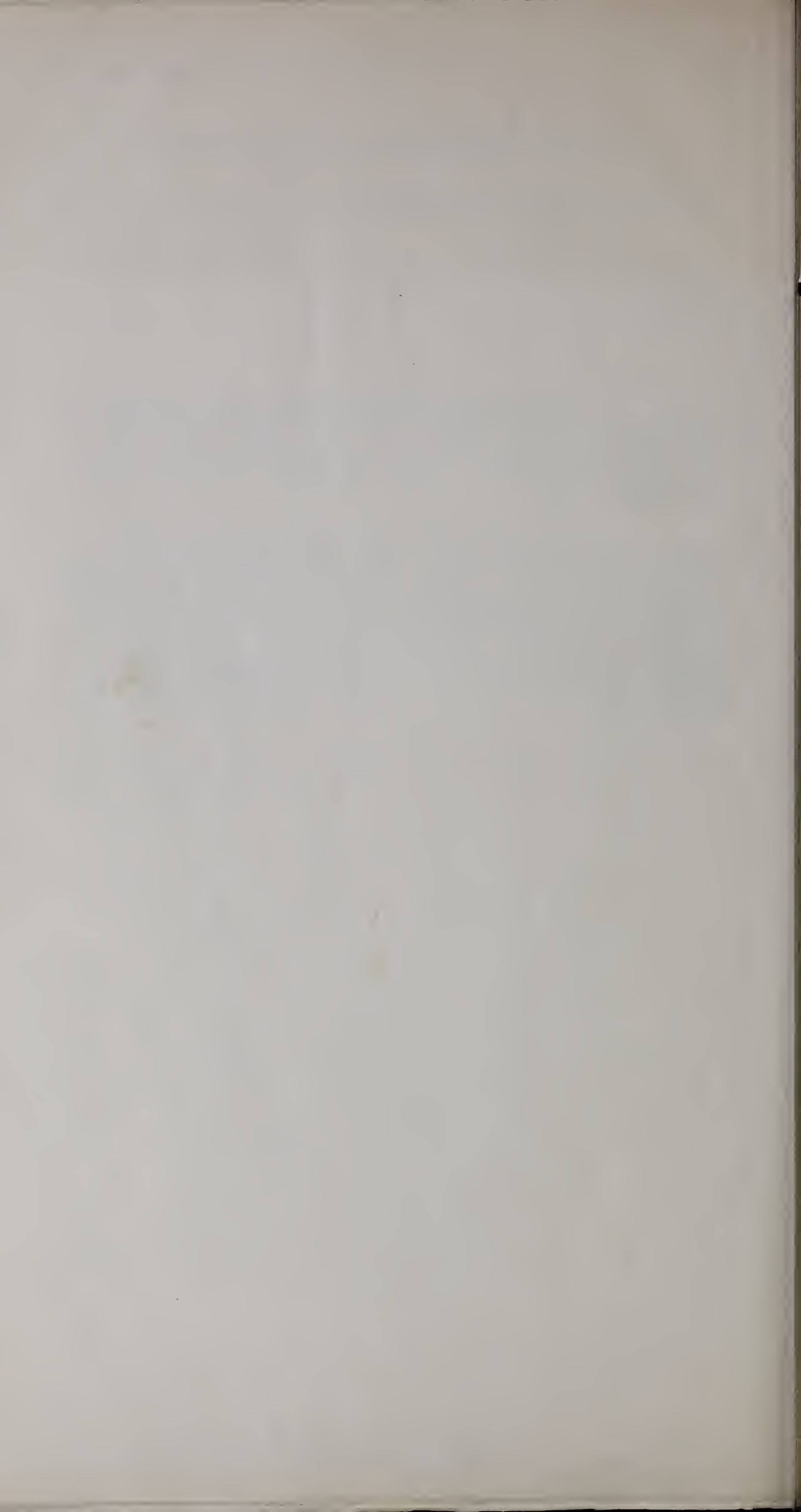
*SUBJECT* Two Hundred Million Lire granted the  
Italian Minister of the Marine to be expended for the Navy.

*From* T *No.* 313. *Date* November 26, 1914.

*Replying to O. N. I. No.* *Date*

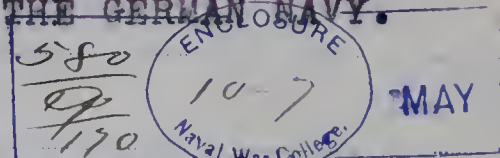
1. A Royal Decree appropriates for the Navy, 200,000,000 lire, in addition to the funds already allotted the Navy by former Decrees, Nos. 384, June 27th, 1909, 630, July 2d., 1911, and 478, May 15th, 1913, for extraordinary expenses to be incurred during a period running from 1914 to 1922.

2. As a consequence of this provision, this Decree also provides that a sum not to exceed 136,000,000 lire, and which has already been appropriated to be expended for extraordinary naval requirements for fiscal years 1917-1918, and 1921-1922, shall be devolved therefrom and used for the period 1914-15, and 1916-17. This last provision is made with a view to settling the outstanding balance of excess advances made by the Treasury during fiscal years 1911-12, and 1913-14, respectively, in favor of the Navy.





SUBJECT USE OF FLOATING MINES IN THE GERMAN NAVY.



November 27, 1914.

From Z No. 387

Date

, 19

Delivered to O. N. I. No.

U. S. S. North Carolina,  
Beirut, Turkey,  
November 27, 1914.

From: Lieut. (j.g.) T. S. Wilkinson, U. S. Navy.  
To: Office of Naval Intelligence, via. Commanding Officer.

Subject: Fortifications of Dardanelles.

Inclosure: Rough Sketch.

1. From an engineer who assisted in their construction, the following information is derived concerning the fortifications of the Dardanelles:

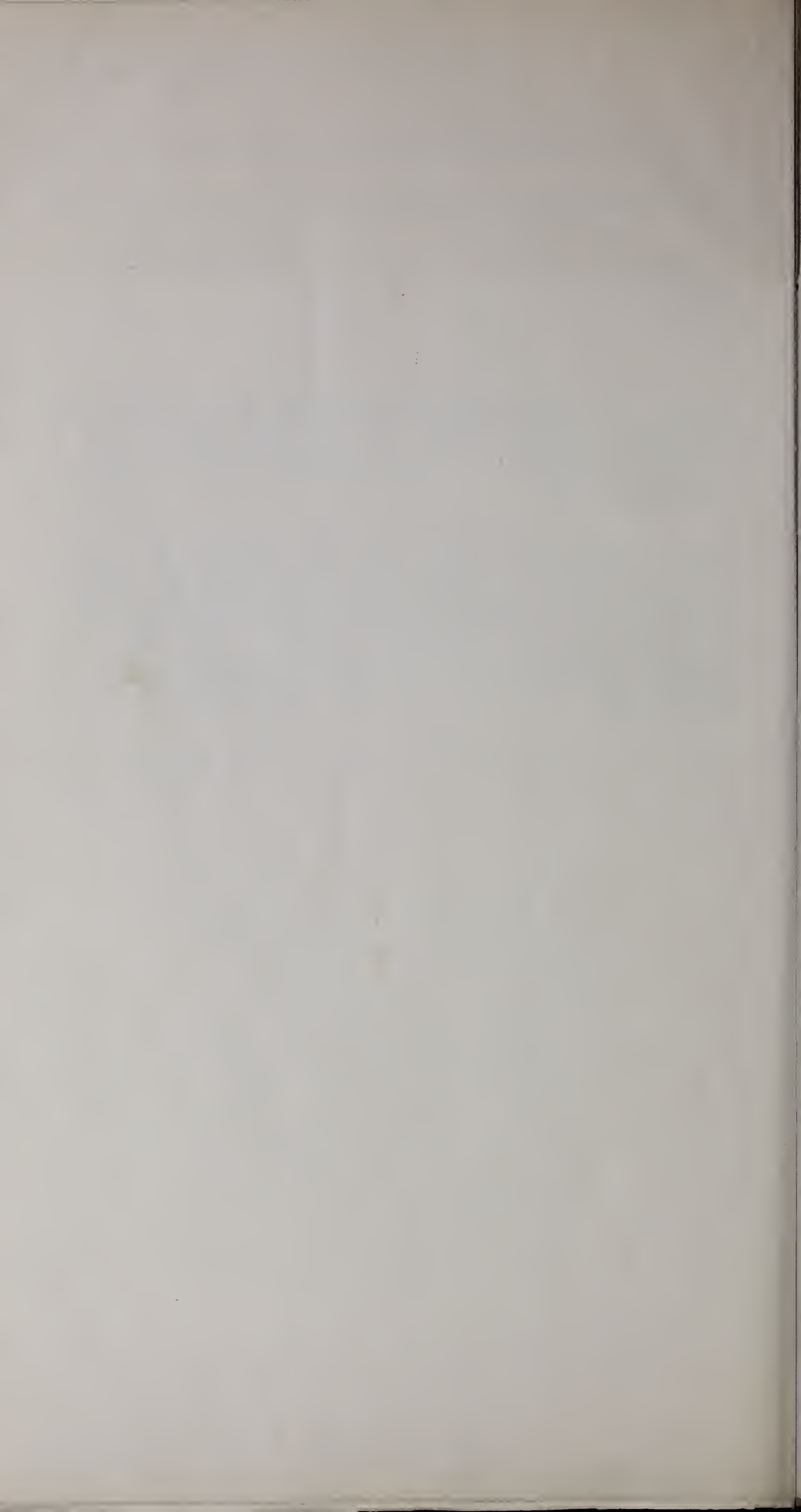
2. These consist of two lines, the first at the mouth of the straits, the second some fifteen miles up the Dardanelles. The first line is two strong forts or series of forts, located on high ground at A & B, as shown in the accompanying rough sketch, on either side of the mouth, covering thoroughly the entrance, with particular convergence of fire upon the main approach between the islands of Tenedos and Imbros. The second line of forts, shown at C D, is also located on high ground, fifteen miles up the passage, and has a converging fire down the straits, covering well into the area of operation of the first forts. Beyond the second line of forts the informant knew of no other.

3. The forts are of the Brialmont type, similar to those in Belgium, and are constructed of concrete and steel, the guns being placed in embrasures rather than in turrets or cupolas. The number of guns could not be ascertained, but they vary in size from the 6-inch rifle to a 12-inch mortar.

4. A modern system of searchlight, range finding stations, telephonic communications, etc., is installed.

5. The passage is of course mined, probably throughout its length, but the number and location of the mines is known only to the Turkish Army.

T. S. Wilkinson.





U. S. S. North Carolina,  
Beirut, Turkey,  
November 27, 1914.

11  
27  
(1)

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To: Office of Naval Intelligence, via. Commanding Officer.  
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T. S. Wilkinson.

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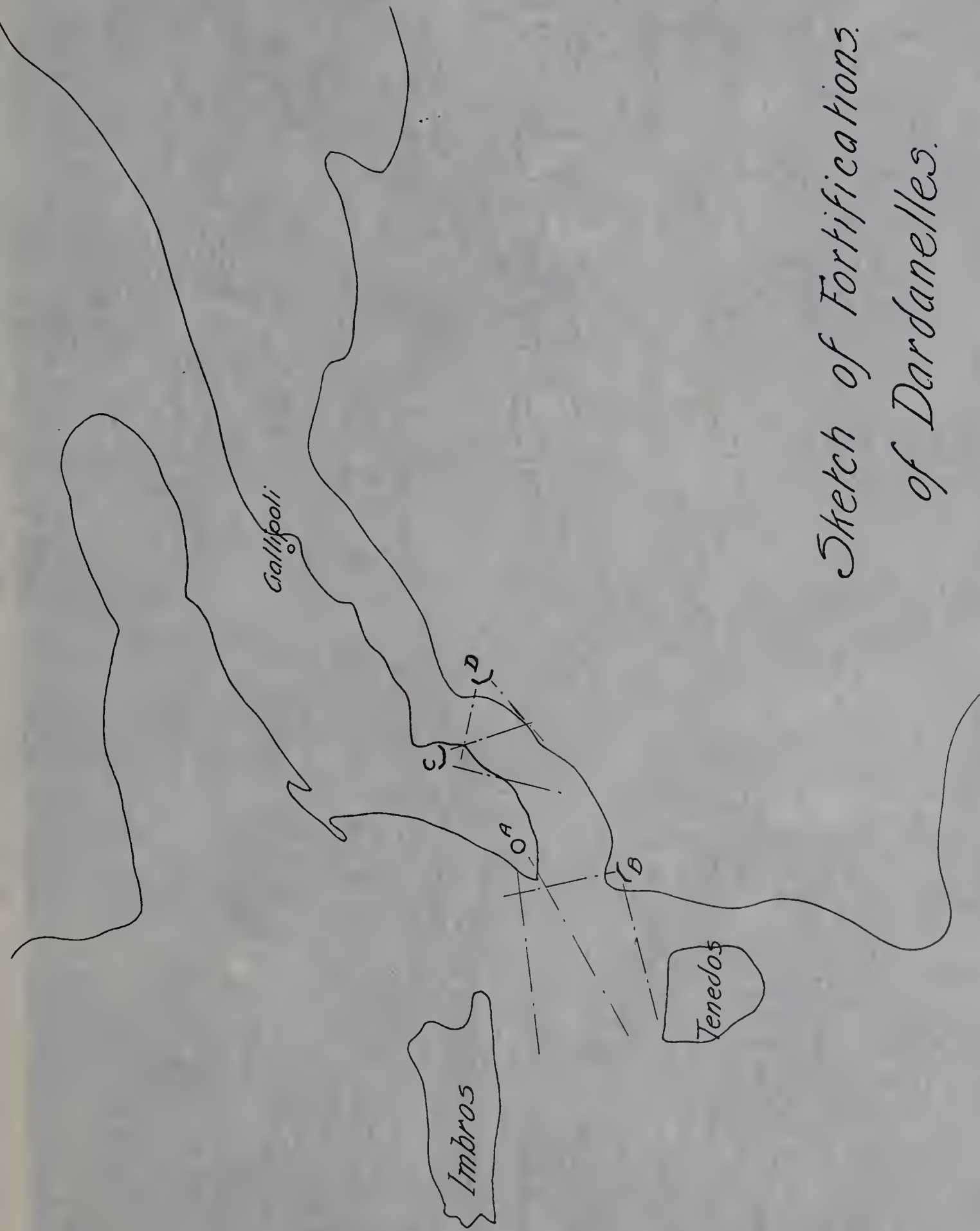
7. The seventh line of the text is "The seventh line of the text is".

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10. The tenth line of the text is "The tenth line of the text is".





Sketch of Fortifications.  
of Dardanelles.





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ENCLOSURE  
MAY 22 1915  
Naval War College

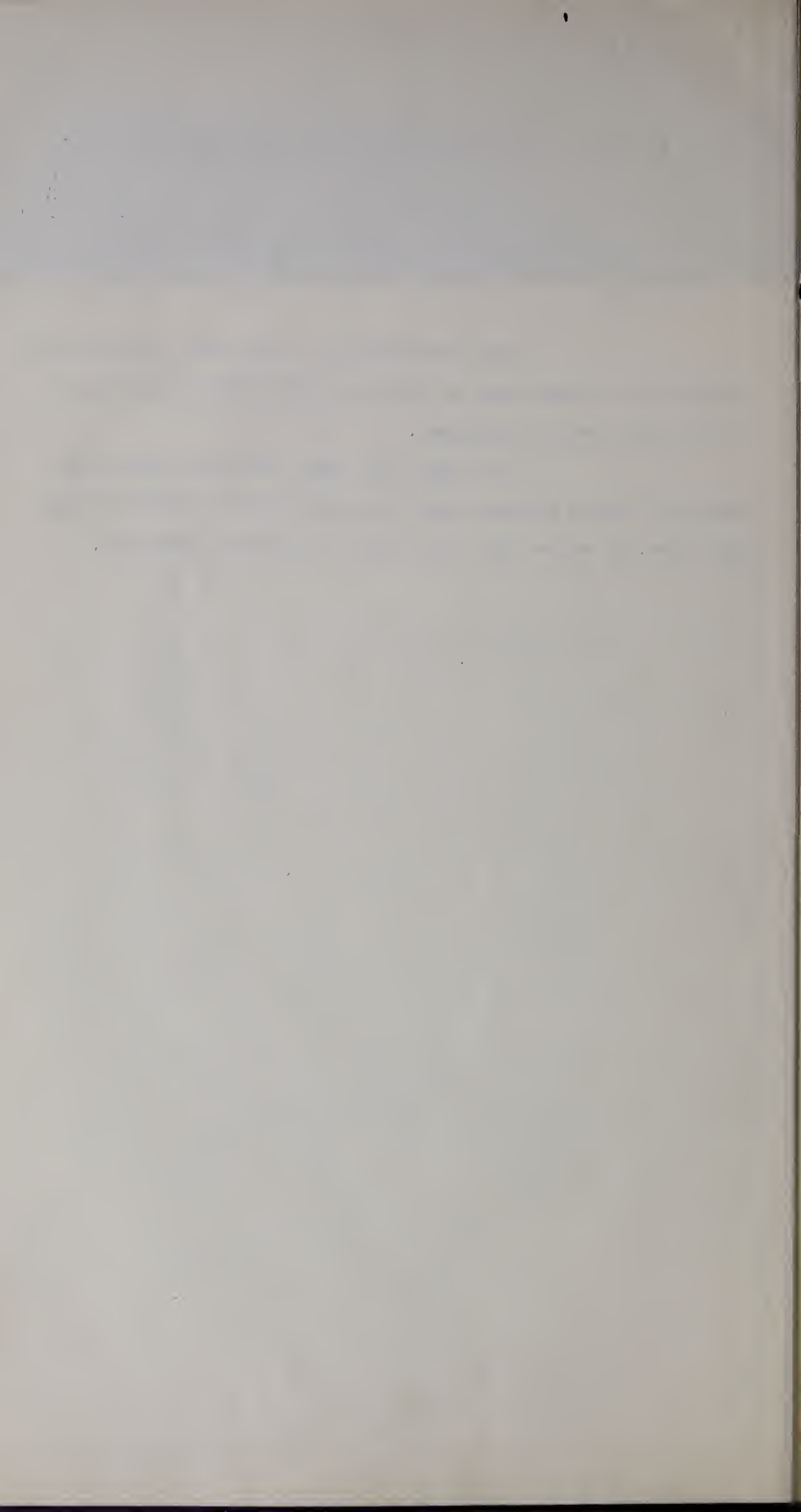
**SUBJECT**    **USE OF FLOATING MINES IN THE GERMAN NAVY.**

**From**    **Z**    **No.**    **387**    **Date**    **November 27, 1914.**    **, 19**

**Replying to O. N. I. No.**    **\_\_\_\_\_**    **Date**    **\_\_\_\_\_**    **, 19**

From good sources I have been informed that Germany has not made use of floating (detached) mines in any of her mine laying operations.

I am also told that there are such mines ready for use, in actions where the enemy will be likely to run into them, or where they will force a tactical advantage.

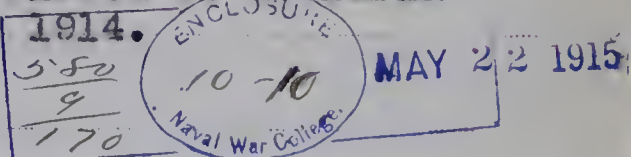




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(3)

SUBJECT EUROPEAN WAR - 1914.

SITUATION TO NOVEMBER  
26, 1914.



From Z No. 389 Date November 27, 1914. , 19

Replying to O. N. I. No. \_\_\_\_\_ Date \_\_\_\_\_ , 19

### NORTH SEA AND ATLANTIC.

There has been apparently little activity in the North Sea in the past three weeks.

The German plan, which included the occupation of the coast of Belgium and France has only been partially successful. The Germans occupy as far as Ostende and the Headquarters of the Naval Brigade is reported to be at Bruges. The Naval Brigade has been mounting guns along the coast and especial activity has been noted at Zeebrugge where there is a breakwater and a Canal coming from Bruges.

The British Coast Squadron bombarded Zeebrugge from a range about six thousand metres on the 23d and the town was much damaged. It is believed that the English will destroy these coast towns as far as possible to keep them from sheltering the Germans during the winter months.

Apparently the Germans have not yet got their heavy sea coast guns mounted in sufficient numbers to drive off these attacks. Light guns are in position.

There is an undercurrent of talk about an invasion of England and that a great number of large motordriven pontoons had been collected. These pontoons would go over a mine field and in a fog could get over undetected as was shown when the German light cruisers appeared suddenly before Yarmouth in the early days of this month.

However it may be that the whole matter is to keep England from sending more troops to the Continent, and the plan appears to military men as probably leading to a disaster.

It is said that General von Moltke, head of the General Staff and now on sick leave is strongly opposed to any such attempt being made.

The German submarine "U 18" was sunk by ramming off the coast of Scotland.

The circumstances governing the loss of the "AUDACIOUS" are not known here and there seems to be an opinion that it must have been an English mine.

### BALTIC.

It is reported on good authority from Sweden that there are a number of submarines with British officers and crews with the Russian fleet in Helsingfors. Whether these boats are English, which have run through the Sound, or whether they





are Russian boats with English crews, is not known so far.

The Russian fleet has shown some signs of activity and has come out of Helsingfors. On November 17th a German squadron bombarded Liebau and then closed the entrance by sinking ships in it.

Liebau is the only Russian harbor on the Baltic not ordinarily closed by ice in the winter time, hence it is important to keep it from being used as a submarine base.

#### BLACK SEA.

A considerable naval action has been fought off Sevastopol, but reports are most contradictory and it is hard to judge of the circumstances.

Roughly it appears to be as follows:- The Russian fleet reported as consisting of two battleships and five cruisers were returning from a bombardment of some of the Turkish coast towns. The Turkish fleet attempted to cut them off, but only the fast ships "SULTAN SELIM" (GOEBEN), and "MEDILLI" (BRESLAU) could arrive in time. The "SULTAN SELIM" made a spirited attack and evidently inflicted considerable damage on the Russian flagship "SWJATOI-SEVSTAFI" which ship lost twenty four killed and twenty five wounded. No report has come in as to the damage sustained by the "SULTAN SELIM" which is reported to have hauled off. The Russian fleet got back into Sevastopol.

#### SUEZ CANAL.

A Turkish army is reported to be within 30 miles of the Suez Canal and to have driven in an English outlying force.

#### Pacific.

No news from the Germans in the Pacific since they left the vicinity of Valparaiso after the successful fight off Coronel. The "EMDEN" has been sunk, ~~off~~ and the "KOENIGSBERG" is blockaded where she can do no further damage.

#### WESTERN ARMIES.

The Western armies extend from the vicinity of Nieuport on the North Sea to the Vosges Mountains. Very little advance has been made lately although the fighting has been almost continuous.

The entrenchments are so strong that the capture of any one line means nothing as for miles behind the first lines of intrenchments there exists reserve trenches, barbed wire entanglements and galleries for communications between the various lines.

The flooding of the country around Nieuport has also prevented the advance over a considerable area of





country along the coast and with the help of the monitors has greatly hampered the German advance toward Calais.

If the German forces in Poland are successful they will be able to return some of the troops taken from the Western armies and push through the allies' resistance.

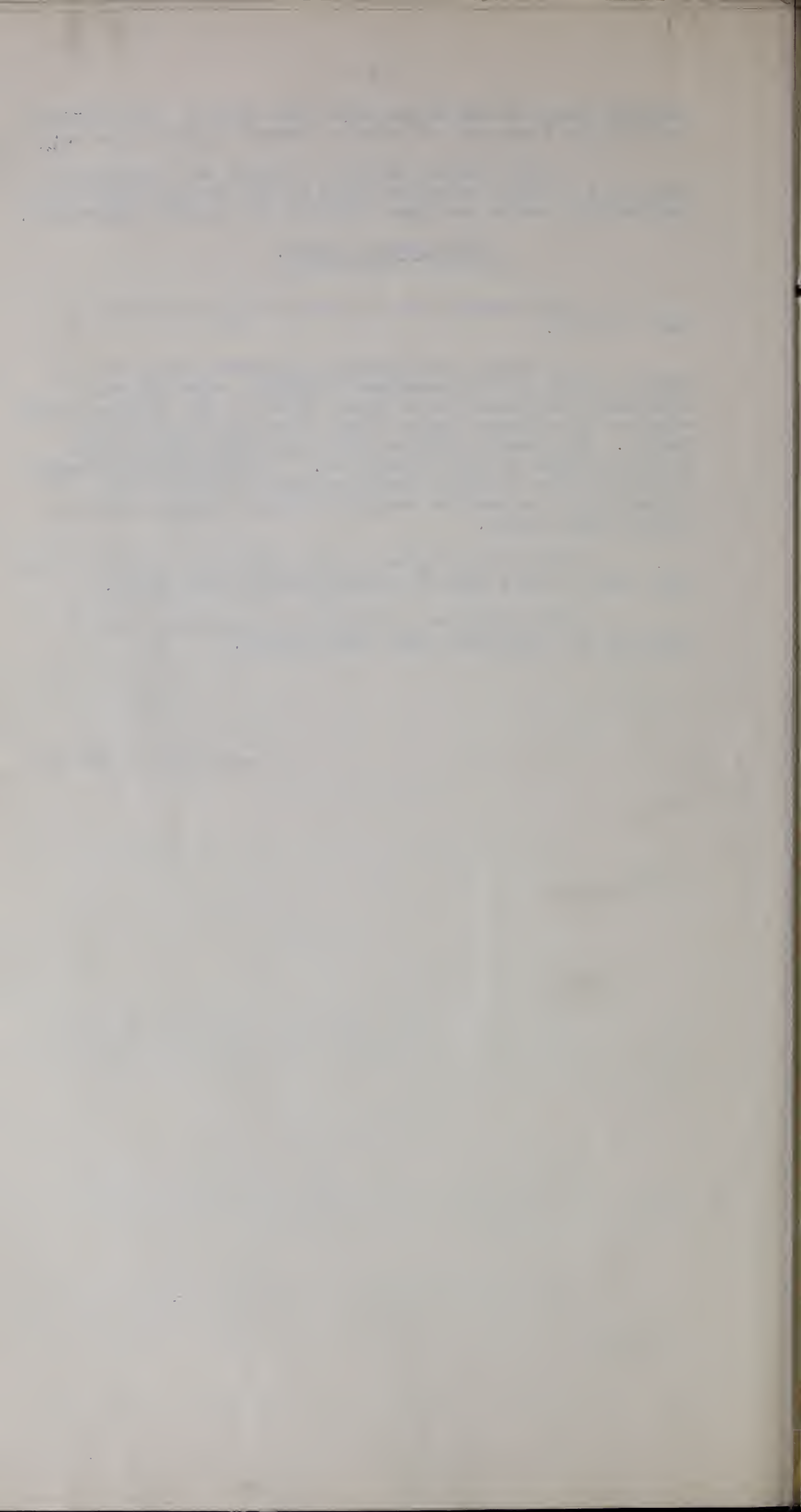
#### THE EASTERN ARMIES.

The Russian are in a threatening position in East Prussia.

In Poland the Russians advanced nearly to the German border of the province of Posen when General Hindenburg operating from Thorn drove in the Russian right wing and threatened their lines of communication with Warsaw. The Russian armies fell back and concentrated and the battle is still going on. If Hindenburg succeeds in driving the Russians back into Warsaw there will probably not be another serious Russian advance in this region this winter.

The Russian force in the vicinity of Cracow would also have to fall back if Hindenburg is successful.

The situation in Galicia is unchanged and if anything the Austrians have lost ground.





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C O N F I D E N T I A L .

NUMBER OF SUBMARINES IN THE GERMAN NAVY.

580	ENCLOSURE 10-3 Naval War College
9	
150	

MAY 22 1915

Z 390

November 28, 1914.

The submarines up to and including " U 35 " are in active service.

Submarine group " U 36 " to " U 41 " incl. are far advanced and will soon be ready.

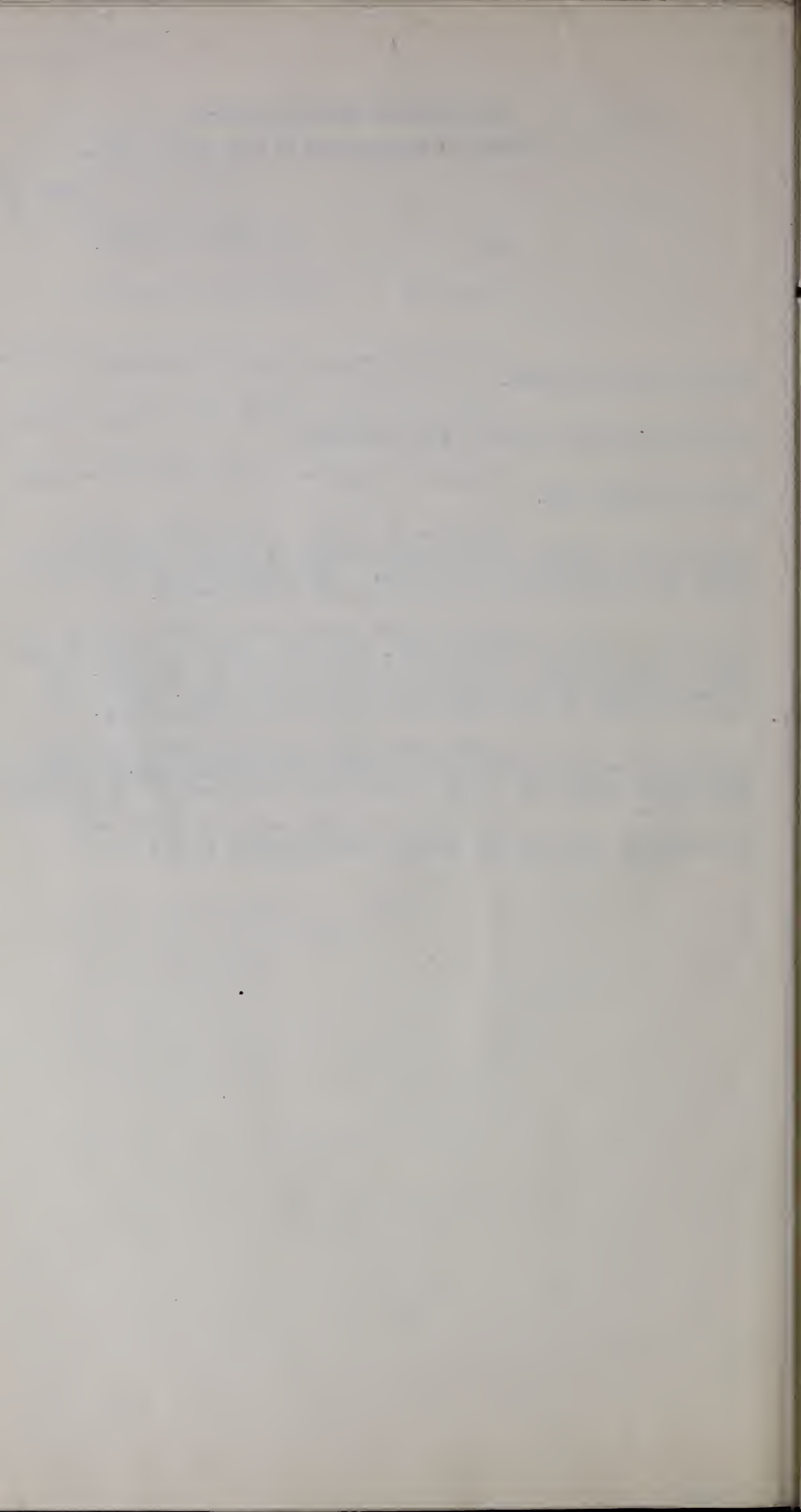
Submarine group " U 42 " to " U 47 " incl. are well under way.

Besides the above the five submarines building for Austria at the Krupp Germania Works, Kiel, will be added to the German Navy shortly. The submarine being built in Italy for Germany will, of course, not be delivered.

In addition there were a large number of submarines started with the war, said by a naval officer to have been as many as 40. I believe this too high an estimate, but 24 have surely been ordered after the war started. These last figures I have on good authority outside the German Navy.

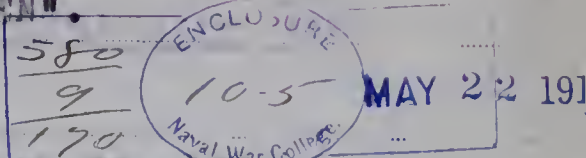
About one year and three months was the average time for construction before the war started. I estimate from eight months to a year as the time necessary to finish the new boats.

So far as I have heard the boats are generally of the 900 ton surface displacement class.





SUBJECT LOSS OF GERMAN CRUISER "EMDEN".



From <sup>Z</sup> No. 392 Date November 28, 1914., 19

Replying to O. N. I. No. ----- Date -----, 19

Reference:- Z-363 of November 13, 1914.

The following report on the loss of the "EMDEN" was sent by Fregattenkapitän von Müller, her captain, to his government, via the American Embassy in Berlin which transmitted it to the German authorities:-

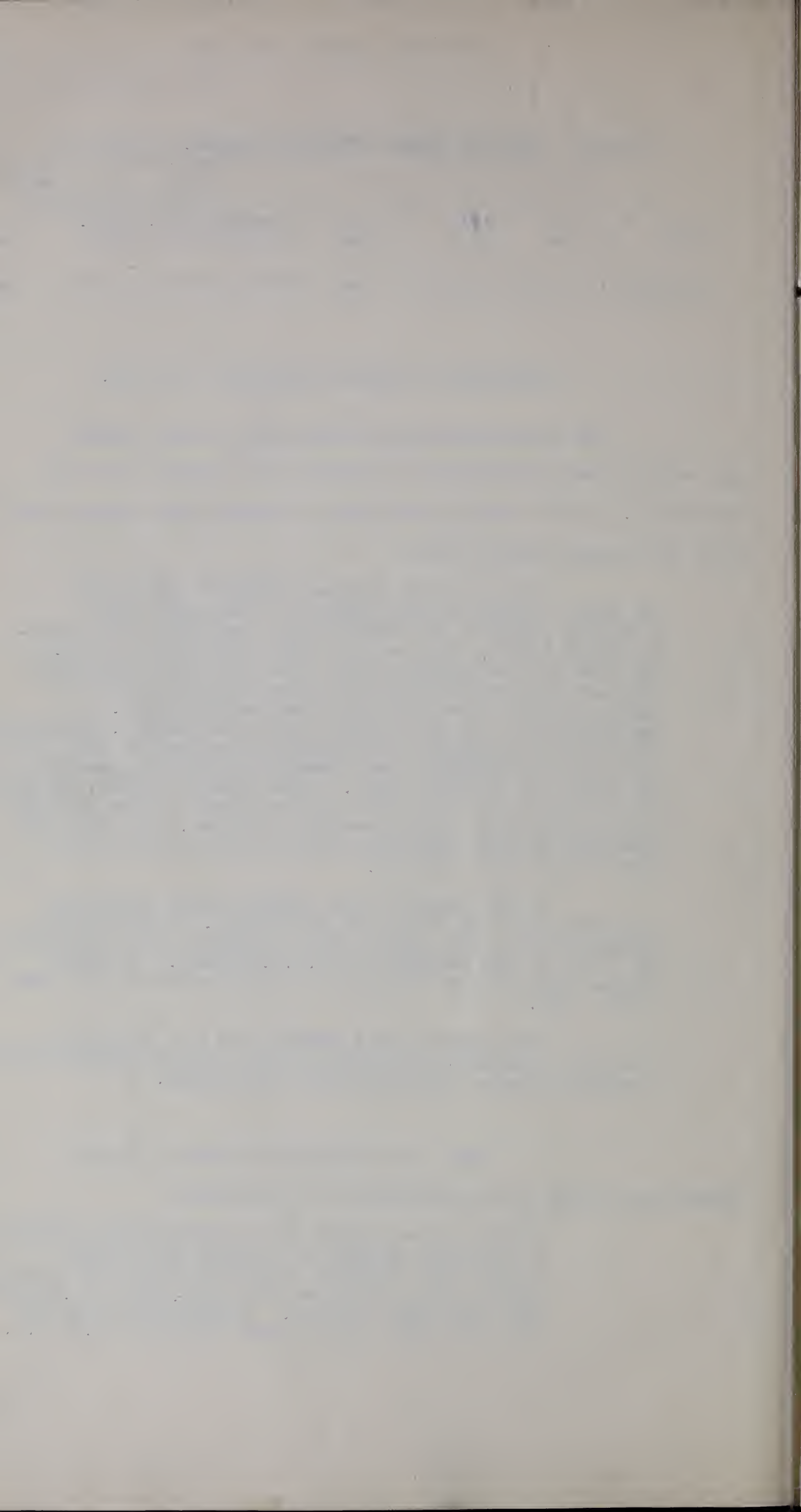
" The English cruiser "SYDNEY" approached the Cocos Islands at full speed at the moment when a landing party of the "EMDEN" was destroying the cable. The fight between the two cruisers commenced at once. Our fire in the beginning was good, but in a short time the much heavier English guns gained the superiority causing great losses among our gun serving crew. Ammunition ran out and firing had to be stopped. Although the steering apparatus was seriously damaged by the firing of the "SIDNEY", an attempt was made to approach the latter at torpedo range. This attempt failed, as the smoke stacks were destroyed and the speed of the "EMDEN" in consequence of which very much lowered. The ship was therefore at full speed run on to a reef on the North side of the Cocos Islands.

In the meantime the landing party succeeded to escape from the Island on a schooner. The English cruiser took up the pursuit but returned in the afternoon and fired at the wreckage of S.M.S. "EMDEN". To avoid further unnecessary bloodshed I surrendered with the rest of the crew.

The losses of the "EMDEN" are:- 6 officers, 4 warrant officers, 26 petty officers and 93 sailors dead; 1 petty officer, 7 sailors severely wounded. "

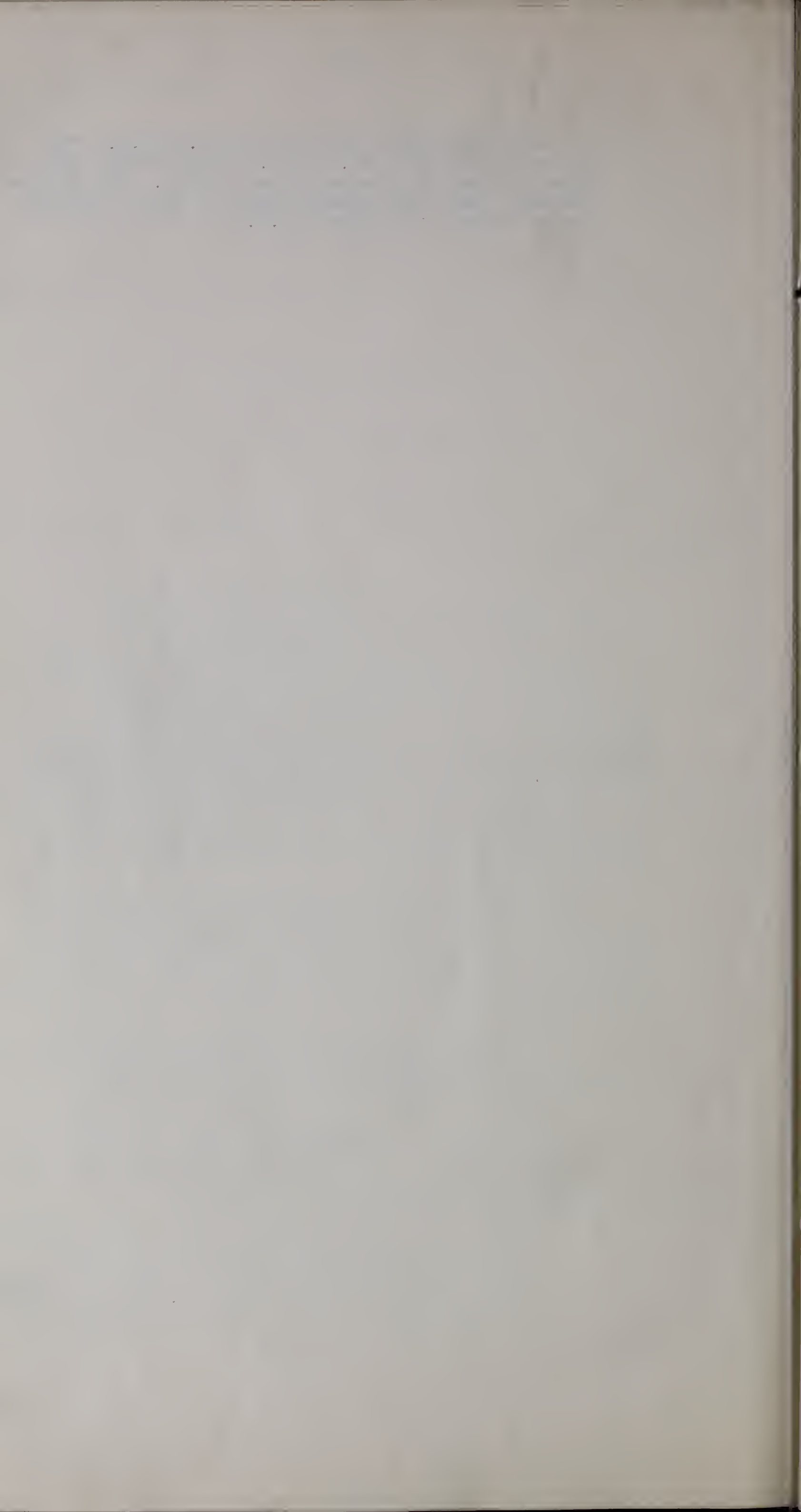
Also the following account of how the "EMDEN" was found by the "SIDNEY" is of interest:-

" The officer of the ship related that a signal:-  
" A foreign cruiser is running into Cocos"  
reached the "SIDNEY" at 7 a'clock in the morning of the 9th of November when the ship was 50 miles from the Cocos Islands. "SIDNEY" at once made for the island and met the "EMDEN" at 9.15 a.m.





The first shot was fired at 9.40 a.m. The fight lasted until 11.14 a.m., the "EMDEN" was then all shot to pieces and was afire. The officers presumed that the "EMDEN" fired at least thousand shots during the engagement."

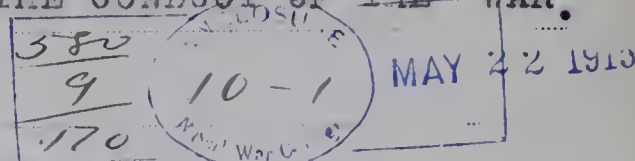




C O N F I D E N T I A L .

SUBJECT

ADMIRAL VON TIRPITZ ON THE CONDUCT OF THE WAR.



From Z No. 393 Date November 28, 1914. , 19

Replying to O. N. I. No. \_\_\_\_\_ Date \_\_\_\_\_ , 19

The following is from an interview which Admiral von Tirpitz gave to a newspaper man recently at the General Headquarters in France and in whose truthfulness and reliability for repeating a conversation, substantially as given him, I have full confidence.

Admiral von Tirpitz not only is a great Naval Minister, but he also possesses the most profound and keenest mind and the strongest character of any of the statesmen of Germany. There is more and more feeling that he alone is fitted to be Chancellor (Prime Minister of the Empire) and that it will not be long before he will occupy this position.

Admiral von Tirpitz speaks as he feels and there can be no doubt that whatever he says he believes to be the truth.

He spoke of the strong Anti-German feeling throughout America and the astonishment and bitterness felt in Germany that a neutral country supposedly on cordial terms, should adopt the tone which has generally been taken in America.

Germany had no intentions of violating the Monroe Doctrine and never had had. Even Mexican affairs which had hurt her interests so deeply, had been left fully in American hands.

The tacit permission of the United States to what constitutes a blockade of the North Sea is in sharp contrast to the rigid precautions taken to prevent the German ships from getting a few tons of supplies, and the supplying of all the enemies of Germany who purchase and export their supplies from the United States freely.

The only way for Germany to bring the war home to the English is by a submarine blockade and such a blockade was practicable and would be effective. Commercial intercourse with England of all sorts would thereby be cut off.

The German Navy had learned valuable lessons about the use of the submarines. At the beginning of the war three days was considered the limit of time that a submarine crew could stand cruising in one. Now the submarines were frequently out for two weeks or more. The submarines had not only be around the British Islands, but regularly cruised on the West coast of England. Asked how this long cruising was accomplished without the men being worn out, the Admiral said that the submarines picked out a spot with suitable depth and in smooth water and would lie on the bottom ten or twelve hours at a time with all hands asleep.

Being asked if he considered the day of the battleship over, Admiral von Tirpitz said that he did not consider that this was so. It was to be remembered that the waters in



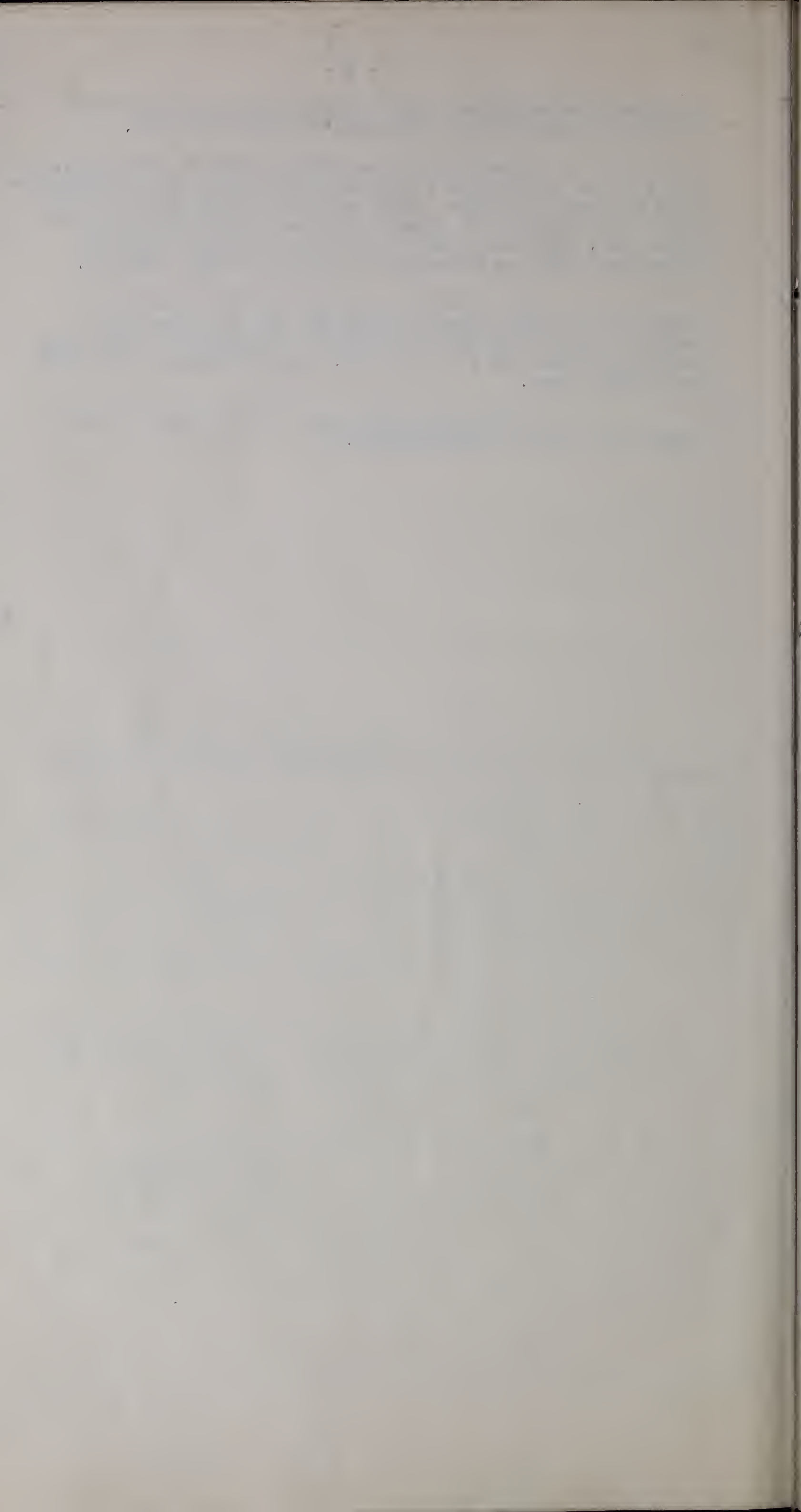


in which the naval war was being carried on in Northern Europe was particularly adapted to submarine work.

Speaking of the aerial part of the fleet, the Admiral did not give the impression that the "ZEPPELINS" were of great military value with the fleet due to the limitations placed on them by weather conditions in the North Sea, but said that the heavier and more powerful aeroplane units he regarded as being of great service.

He considered beyond question that the "Zeppelins" could attack London and set it afire in a hundred places and that if England was going to force the knife up to the hilt in the war, the destruction of London lay before them.

It is requested that the contents of this report be held as confidential.





## WEEKLY POLITICAL SUMMARY

Translation: BERLINER TAGEBLATT, November 29, 1914.

Success in the East - The Western Seat of War - English Loss at Sea - Violation of Swiss Neutrality - The Oppressed German Surgeons - The Second Assembling of the Reichstag - The Chancellor in Berlin. -----PAUL MICHAELIS.

The daily announcements from the seat of war in the east happily shows that the operations of the German and Austro-Hungarian troops have proceeded successfully in the last week. To be sure a definite result along such a far reaching front has not yet been accomplished. The reason of this is due to the fact that the Russians were able to assemble such heavy reinforcements from the east and south. However, the result of these giant battles in Russian Poland has been in the highest degree promising. The army of General v. Mackensen alone captured several field pieces, machine guns and forty thousand prisoners, and the number of Russian prisoners captured by the Austro-Hungarian army is considerable. The expectations have been justified, the success of these battles in Russian Poland has resulted in shattering the Russian offensive movements against the Russian border provinces and Galicia and it can only be a question of time that from the German-Austrian side the offensive movements will be crowned with success. It is now certain that an invasion of German territory by Russian troops, which has been the dream of our enemies in the west, can not be realized. Considering the important successes of the Austro-Hungarians in Servia, we can conclude that the troops of the Allied Monarchies have performed an important part of their growing task. Under the talented leadership of Field Marshall v. Hindenburg we can confidently expect further developments.

If the position in the west appears at this moment less favorable, there is no reason to view it despondently. Since all the attempts on the part of the French and English to break through have failed and since the Germans have made progress at important points, the time cannot be far distant when also in the west the tide will turn favorably. When this will materialize we know not, but there is no object in attempting to delve in the future. However, the expectation is justified that our troops, who according to dependable news in spite of all hardships are in good condition and buoyant, will show the old German courage at the decisive moment.

The progress on the sea has week by week demonstrated anew the energy and activity of our marine. This is especially shown in the last few days, since the giant English fleet has suffered greater reverses than the English Government desires to publish. They have until now not ventured to announce the loss of the newest English dreadnaught "AUDACIOUS" altho it is quite certain that this ship was sunk off the Irish coast the latter part of October. They have maintained silence over the non-appearance on the Chilean coast of the armoured cruiser "CANOPUS". When we realize that a German submarine succeeded in sinking two English merchant ships before the harbor of Havre, we can appreciate that the English fear for their supremacy. The English supremacy over the sea appears in any case very uncertain and it will still further be questionable when the Turkish army operating in Egypt finally seizes the Suez Canal; this cannot be far off.

England, seeking for an excuse to make war on Germany, referred to the violation of the neutrality of Belgium by the



WEEKLY POLITICAL SUMMARY

Translation: BERLINER FREISCHAFT, November 29, 1914.

Process in the East - The Western Front of War - English  
Losses in the East - Violation of British Neutrality - The German  
German Surgeons - The Second Assembly of the Reichstag -  
The Chancellor in Berlin.

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of the Austro-Hungarians in Serbia, we can conclude that the  
troops of the Allied Monarchies have performed an important  
part of their growing task. Under the talented leadership  
of Field Marshal v. Hindenburg we can confidently expect  
further developments.

If the position in the west appears at this moment  
less favorable, there is no reason to view it despondently.  
Since all the attempts on the part of the French and English  
to break through have failed and since the German have made  
progress at important points, the time cannot be far distant  
when also in the west the tide will turn favorably. When  
this will materialize we know not, but there is no doubt as  
attempting to delve in the future. However, the expectation  
is justified that our troops, who according to dependence  
have in spite of all hardships are in good condition and only  
and will show the old German courage at the decisive moment.

The progress on the sea has been of great importance  
new the energy and activity of our marine. This is es-  
pecially shown in the last few days, since the great British  
Fleet has suffered greater reverses than the English Navy  
went before to English. They have until now not ventured to  
announce the loss of the newest English dreadnaught "ADMONITION".  
Although it is quite certain that this ship was sunk off the  
Irish coast the latter part of October. They have maintained  
silence over the non-appearance on the Channel coast of the  
armored cruiser "DANIEL". When we realize that a German  
submarine succeeded in sinking two English armored ships  
before the harbor of Dover, we can appreciate that the English  
lost their supremacy. The English supremacy over the sea  
appears in any case very uncertain and it will still remain  
a question whether the British navy operating in Egypt  
finally before the Suez Canal; this cannot be far off.

England, asking for an excuse to make war on Germany,  
referred to the violation of the neutrality of Belgium by the



Germans. England herself long before the beginning of the war treated this lightly, as is clearly shown by the documents published in facsimile by the German Government. These also show that the Belgian Government had determined from the beginning to cast its lot with the enemies of Germany and to make a common cause with them. Every day brings new proof of how little the English Government cares whether the rights of neutral States are disregarded. The attack on the Zeppelin works at Friedrichshafen by English flyers completely failed. This could not have been undertaken had they not flown over Swiss territory. As a matter of course, Switzerland made a sharp protest to the English and French Governments. That the French Government will say that they did not knowingly fly over Swiss territory is childish and will not be accepted as sufficient reparation. Nevertheless we can see from this incident with what hypocritical grievances Germany has to contend.

In similar vein is this evidenced in the miscarriage of justice which the French military courts have shown in the cases of the military surgeons and hospital corps. We know sufficient of French military justice from the burning denunciations of these courts by so great a French patriot as Zola. We can see in this recent decision against the German sanitary personnel that French military justice has sunk to a lower level since the Dreyfus trial. It would be showing honor to the right and justice of this scandalous tribunal were one not to say a word in vindication of the work of our surgeons and nurses in the field. They stand tower-high above those accusations brought against them, as well as above the oppressors who try to assume judicial power over them. It appears to us natural that the German Government should find means and measures to obtain satisfaction for the brutal treatment accorded these surgeons and hospital corps men, which is an insult to all international agreements. We learn with satisfaction that steps interceding in the above have already been undertaken by the American Ambassador.

On December second the Reichstag will be called together for its second war session, in order to take measures to supply the necessities for conducting the war. That its first business is the granting of a further credit of five billion marks is already known. Besides this the Reichstag will decide on domestic measures growing out of the war. A memorial will be drawn up, setting forth the measures adopted up to this time and explaining what future measures should be adopted for the domestic problems confronting the nation. The highest price which potatoes brought in the last week confirms the fact that the State should control the supplies in the domestic markets. Further proposals in this direction have been made by the political economists. It is also clear to us in this direction that the Government must have more to do with this than before, merely from the standpoint of social considerations. If for such purposes a sum of two hundred million marks should be available, we must not be misled, as it is only the beginning.



Germany. English papers have before the beginning of the war treated this treaty as a clearly shown by the documents published in London by the German Government. These also show that the Belgian Government had determined from the beginning to make the lot with the enemies of Germany and to make a common cause with them. Every day brings new proof of how little the English Government can deliver the rights of neutral states are disregarded. The attack on the Belgian word of prohibition by English papers completely failed. This would not have been understood had they not shown such a clear intention. In a matter of course, Switzerland was a sharp protest to the English and French Governments. That the French Government will say that they did not knowingly let over such a treaty is childish and will not be accepted as a sufficient reason. Nevertheless we can see from this incident with what hypocritical pretences Germany has to contend.

In similar vein is the evidence in the statements of the French military experts have shown in the case of the military operations and logistical work. The French military experts have shown in the case of the operations of these countries by no great a French period as to be seen in this recent decision against the German military personnel that French military leaders have been in a lower level than the military trial. It would be a great honor to the right and justice of this resolution to be made and not to say a word in violation of the law of our country and nation in the trial. They were never-high above those resolutions brought against them, we will be above the opponents who try to make judicial power over them. It appears to be natural that the German Government should find means and resources to obtain satisfaction for the trial. Treatment accorded these persons and hospitals for the war, which is an insult to all international agreements. It is with satisfaction that we are interested in the above have already been undertaken by the German Government.

On December second the Reichstag will be called together for the second session, in order to take account of the supply of the necessities for the conduct of the war. That the first business in the agenda of a further order of the day will be to discuss the already known. Besides this the Reichstag will decide on domestic measures for the year. A memorial will be drawn up, setting forth the measures adopted up to this time and explaining what future measures should be adopted for the domestic problems confronting the nation. The highest class which has been working in the last year confirms the fact that the state should control the supplies in the domestic market. Further measures in this direction have been made by the Reichstag. It is also clear to me in this direction that the Government must have to go with this before, based on the standpoint of social administration. It for which purpose a sum of the Reichstag million marks should be available, we must not be afraid, as it is only the beginning.



WEEKLY POLITICAL SUMMARY

Success in the East - The Western War Theatre - English  
Losses at Sea - Violation of the Neutrality of  
Switzerland - The Justification of German  
Doctors - The Second Reichstag  
Session - The Imperial  
Chancellor in  
Berlin.

NAVAL WAR COLLEGE,  
RECEIVED  
FEB 23 1915

By Paul Michaelis.

Translation from Berliner-Tageblatt of Sunday, 29 November 1914.

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The daily reports from the war theatre in the East happily confirm that the operations of the Germans and the Allied Austro-Hungarian troops have gone forward successfully in the last week also. It is true that a decision over the whole widely extended front has not resulted. The reason therefor was to be sought in the heavy re-inforcements which the Russians were able to bring from the East and South. But the partial results of the gigantic battle in Russian Poland are of the highest significance. The army of General von Mackensen alone could count 40,000 prisoners taken besides numerous cannon and machine guns, and the number of the Russians taken prisoners by the Austrian troops is also very heavy. So one expectation is justified in the expectation that the course of the fighting in Russian Poland will lead to a complete breakdown of the Russian offensive as well against the Russian border provinces as against Galicia; and it will then be a question of only a short time when the counter attack from the German-Austrian side may be projected with favorable accomplishment. It is now settled, however, that the over-running of the German provinces with Russian troops, of which our enemy in the West is forever dreaming, can in the nature of things no longer be spoken of. When in addition one considers the marked success of the Austro-Hungarian troops against Serbia, one may conclude that the troops of the allied monarchies have already performed a weighty part of the task that has fallen to them. One may likewise look confidently to the further developments under the genial leadership of Fieldmarshall von Hindenburg.

In the West, though the situation may at the moment still appear less clear, there is not the slightest ground to regard the matter despondently. When all attempts of the French and English to take the offensive be warded off almost without any difficulty, and when on the other side the German troops could make considerable progress at important positions, the time can no longer be far distant in which in the West also the decisive day will be here. When this day is coming we don't know, and there would be no purpose in penetrating the future. But the hope is abundantly justified that our troops, who according to reliable information are, in spite of all hardships, in brilliant form and spirits, will maintain the ancient German heroism in the decisive moment.

The fighting by sea also has week by week confirmed anew the energy and conquering spirit of the German fleet. And the last few days especially made it plain that the gigantic English fleet has already suffered heavier injuries than the English government wishes to give out. They have not yet dared to concede the loss of the newest English dreadnought "AUDACIOUS", although it is an established fact that this huge ship was sunk off the Irish coast at the end of







October. Likewise have they said nothing of the remarkable disappearance of the armored ship "CANOPUS" off the Chilean coast. They could not well be silent about the "BULWARK", which though she lay apparently safe in the harbor of Sherness, blew up and went down in three minutes with almost every living soul on board. Considering further that a German submarine pushed as far as off Havre and sank there two English steamers, it can be understood that the English will gradually become somewhat uneasy about their divinity. (as this writer terms their sea-supremacy). For the English supremacy on the sea it looks very windy, and it will be still more seriously questioned as soon as the Turkish army operating against Egypt has laid its hand upon the Suez Canal, which cannot now be long deferred.

To find a pretext for the war against the German Empire, England pointed to the alleged violation of Belgian neutrality by the German Empire; but that England herself had treated Belgian neutrality as air long before the war began is quite clearly evident from the documents published in facsimile by the German government. It appeared likewise therefrom that the Belgian government of itself was resolved to join with the enemies of Germany and make common cause with them. But there is no need to roam about in the distant past. Every day brings new proofs of how little it matters to the English government to disregard the sovereignty of neutral states. The English aeroplane attack upon the Zeppelin factory in Friedrichshaven failed ~~an~~ completely, as we may say with satisfaction. But it could never been undertaken at all had the English flyer not done his stalking over Swiss territory. Naturally the Swiss have made a sharp protest against this breach of neutrality by the English and French governments. That the French government would wiggle out of it, by claiming not to have arranged "knowingly" for any flying over the Swiss border, is childish enough and will certainly not be regarded in Switzerland as sufficient satisfaction. From this single instance one can see what all this hypocritical clamor over the offence of Germany signifies.

In the same category is the doing of violence, veiled in a transparent semblance of law, to German military surgeons and nurses, by French court-martial. What one can expect from a French military court is well known since the passionate denunciation of a great French patriot Emile Zola. From the latest judgment against German sanitary personnel we see that the level of these military courts has sunk still lower since the Dreyfuss trial. It would be doing these law and morals disgracing courts too much honor to utter a single word in justification of our surgeons and nurses in the field. They tower above the charges laid to them, as also above those who in the form of law high-handedly oppress them. But it appears to us a matter of course that the German government must find ways and means to secure full reparation for the offence done to the brutally treated doctors and nurses in defiance of all international agreements. We learn with satisfaction that the appropriate steps have already been taken through the medium of the American Ambassador.

While arms speak the muses are silent, and not they alone but the conferences of the peoples representatives also now occupy relatively little space. It cannot be avoided however that the parliament must be called together from time to time for co-operation in the necessary war measures. On December 2d the Reichstag will meet for its second war session, in order to make decision as far as circumstances permit concerning the war necessities. It is already known that first in order will come the authorization of a further credit







of five milliards marks (1-1/4 billion dollars). Then the Reichstag must decide also concerning administrative measures whose necessity has arisen through the war. A memorial gives information of the steps undertaken up to now and intimates that further measures for the economical carrying through of the war can hardly be avoided. The maximum price for potatoes prescribed last week shows at the same time that the state control of providing the interior markets with the necessary foodstuffs can not be looked upon for a long time yet as having been terminated. Further propositions have been made already by professional popular economists. Even so one must clearly understand that the Empire must do more in the realm of social provision than has yet taken place. If a sum of two hundred million marks be appropriated for such purposes, one need not be deceived into thinking that this would be anything more than a beginning.

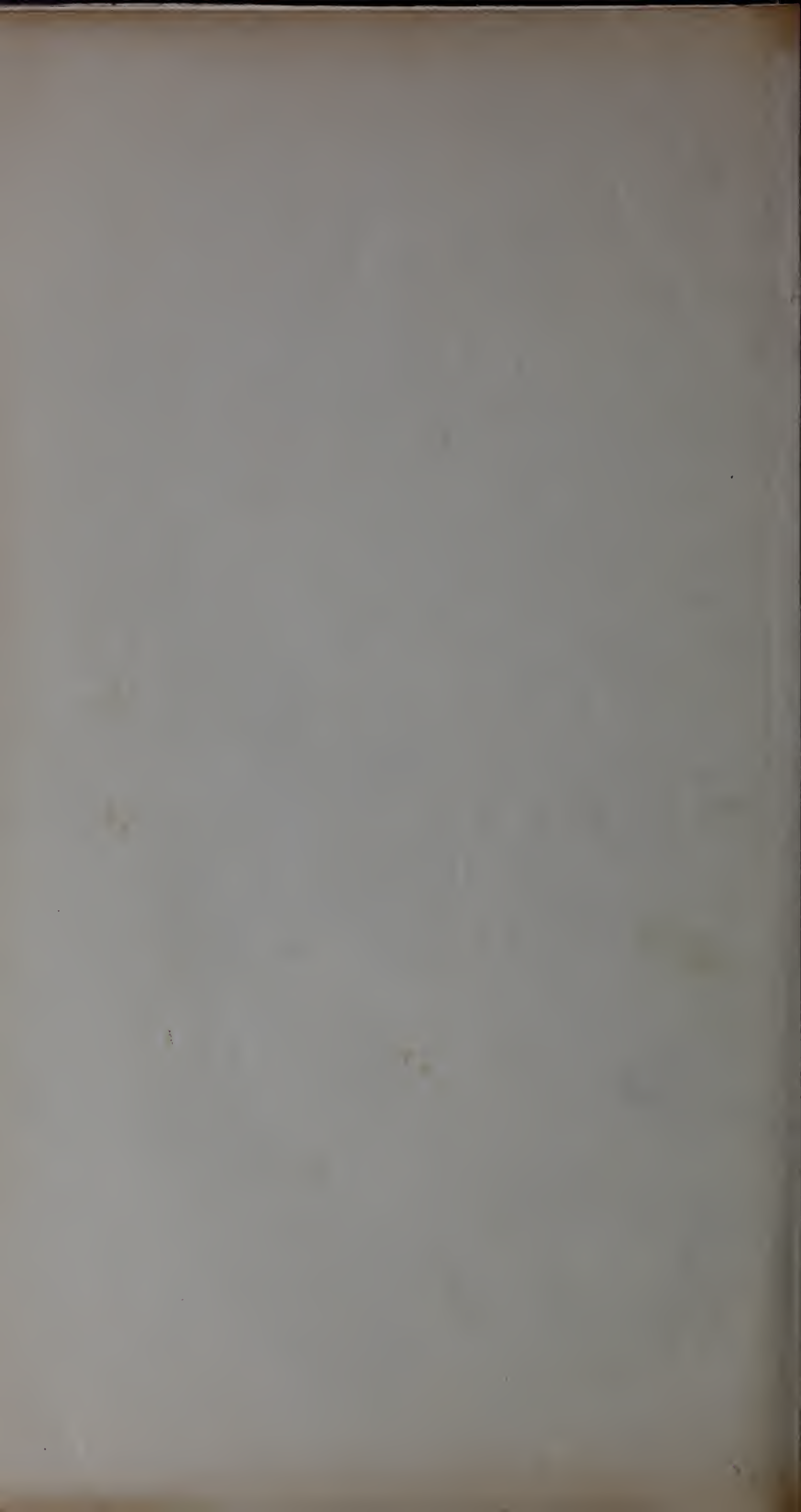
For all that, the before mentioned session of the Reichstag should concern itself less over these details, which should already, in the preliminary hearings of single groups and a specially constituted "free commission" be substantially settled, than with a new pronouncement of firm faith in the Army and Fleet and at the same time of the resolute will, in this war thrust upon us, to hold out in the West as in the East to its successful ending. It may be expected too that the Imperial Chancellor, who has come from Headquarters to Berlin for the Reichstag's business, will strengthen this unalterable determination of the whole German people and their now as ever resolute representative.

It was a very interesting and profitable trip. We saw many beautiful things and met many interesting people. The weather was very good and the food was excellent. We had a very good time and we all enjoyed it very much. We will be back soon and we will bring back many beautiful things for you. We will also bring back many interesting people for you to meet. We will be back soon and we will bring back many beautiful things for you. We will also bring back many interesting people for you to meet.

The trip was very successful and we all enjoyed it very much. We saw many beautiful things and met many interesting people. The weather was very good and the food was excellent. We had a very good time and we all enjoyed it very much. We will be back soon and we will bring back many beautiful things for you. We will also bring back many interesting people for you to meet. We will be back soon and we will bring back many beautiful things for you. We will also bring back many interesting people for you to meet.











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